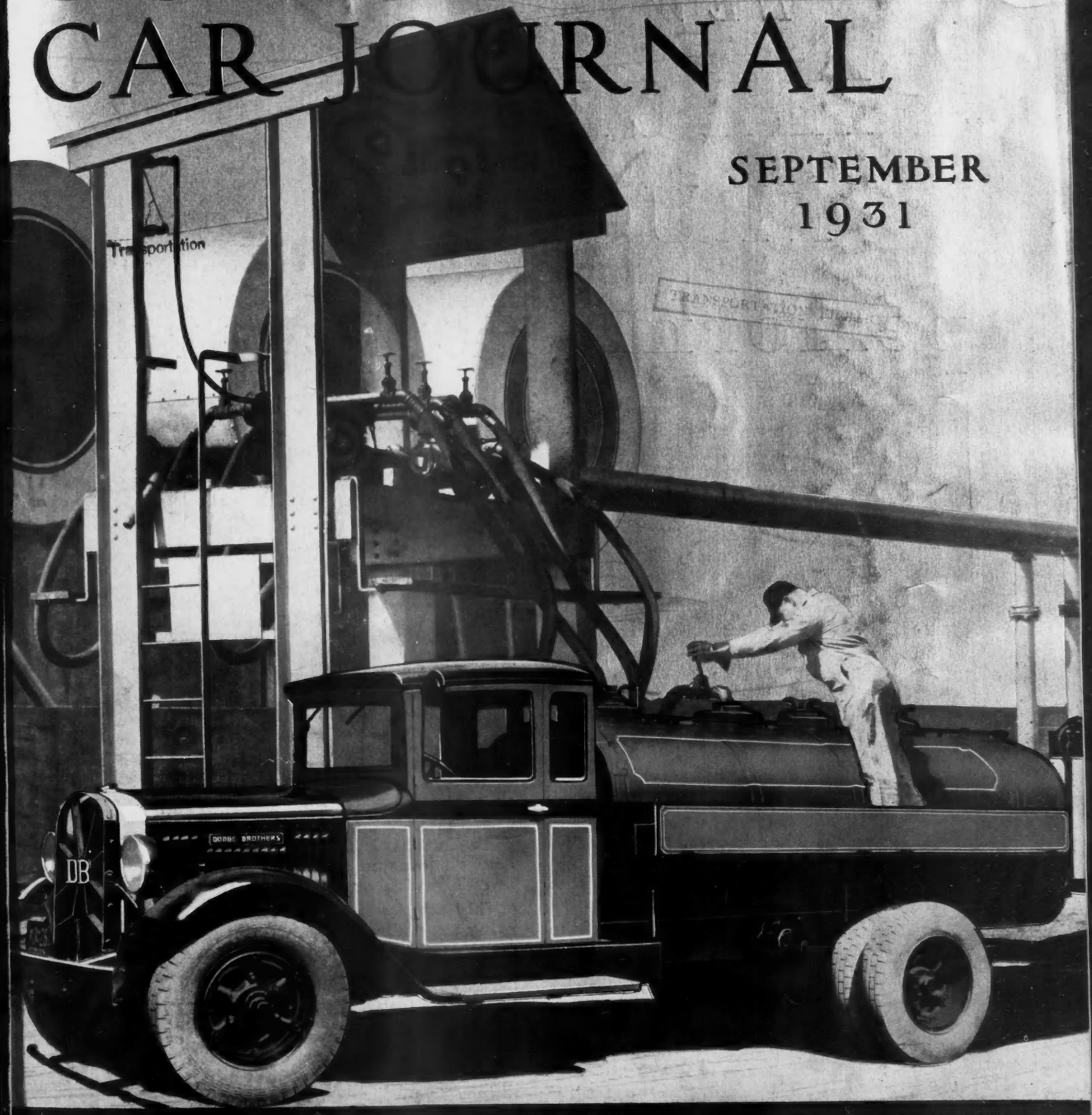
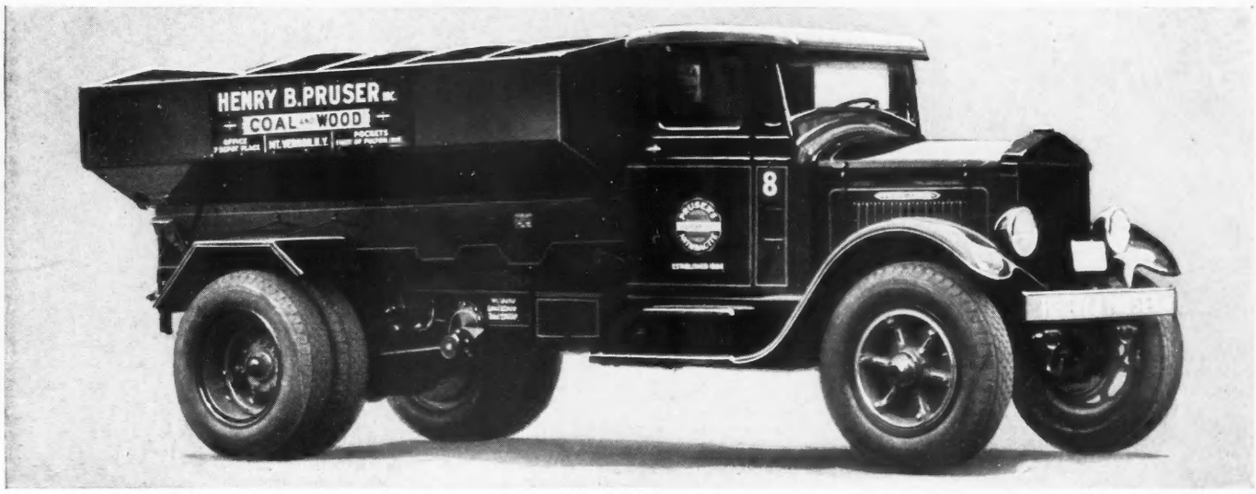
COMMERCIAL CAR JOURNAL

SEPTEMBER
1931



NEW

PIERCE-ARROW TRUCKS set new performance records



FOR 13 years Pierce-Arrow trucks have delivered Pruser Coal in Mt. Vernon, New York. The original units of this fleet have just been retired from service, not because they were worn out but because Pierce-Arrow now offers finer trucks.

William Hart Hussey, President of the Pruser Coal Company, writes . . . "Our original Pierce-Arrow trucks were always satisfactory. Were it not for the advancements and improvements in the new Pierce-Arrows our original trucks would still be with us."

"We are more than pleased with our new 5-ton Pierce-Arrows. They are doing from 20 to 25% more work. We expected that the big 6 cylinder motors and the big pneumatic tires, spelling power and speed as they do, would increase fuel costs. But this is not the case. Gasoline and oil consumption compare most favorably with our old records."

This experience has been multiplied many times. Truck operators in widely different lines of business are enthusiastic about their Pierce-Arrow trucks, because their records show the lowest cost per ton mile.

With the best engines Pierce-Arrow or any other manufacturer ever put in a motor truck, and *conservative* capacity ratings from 12,000 to 34,000 pounds Maximum Gross Weight, Pierce-Arrow offers the world's finest haulage equipment.

PIERCE-ARROW

Buffalo, New York

COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

Entered as second-class matter at the Post Office at Philadelphia, Pa., under Act of March 3, 1879

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TIMKEN *Tapered Roller* **BEARINGS**

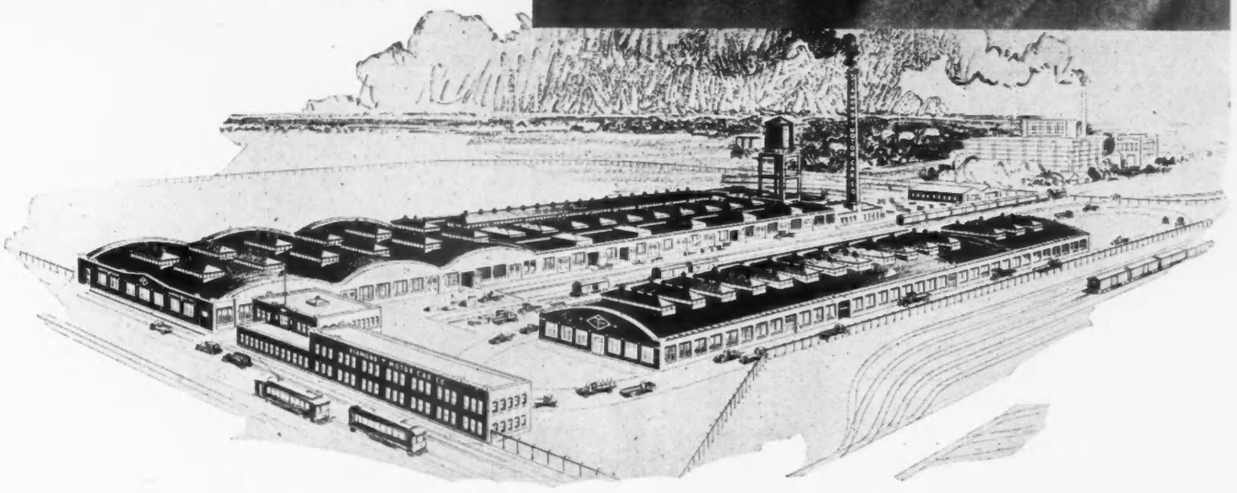
COMMERCIAL CAR JOURNAL
PHILADELPHIA, PA., SEPTEMBER, 1931

THE PRESIDENT'S PAGE

Now is the time to clean house. Eliminate non-producers, unnecessary expense, horse-trading methods and stabilize rating system, price and discount structure, truck paper, factory and dealer financing methods

BY

President, Diamond T
Motor Car Company



IN times such as we are now passing through, which I choose to call a period of readjustment rather than of depression, one of the first steps taken is to clean house. We analyze our own organizations, eliminating the dead wood and reducing unnecessary expenses. The dealer does the same thing, eliminating the non-producers. We all set ourselves to work harder and pride ourselves upon being reborn, so far as our industrial activity is concerned.

It must be granted that these policies are necessary in times such as these, but why shouldn't we go a step further and clean house in the entire industry and perhaps make it possible for some of those who are being forced into the unemployed ranks to continue as producers? Why shouldn't we take advantage of situations of this kind, when most minds are groping for new answers to old problems, to put our entire industry on a sane and sound basis?

While I may be termed a radical, I cannot help feeling that the truck industry, as a whole, is in a pitiful condition, if judged by modern business standards. I feel that from a design standpoint motor trucks have kept pace with the increased demands placed upon us by transportation development during the past ten years. Aside from this, I feel that we are guilty of being miles and miles behind the business procession.

Taking up first the matter of motor truck ratings. The COMMERCIAL CAR JOURNAL is to be congratulated on the publicity it has given this subject and it must be obvious to every thinking man in the industry that we are handicapping manufacturers and dealers alike by our inability to agree upon some standard method of rating motor trucks which will be recognized, understood, and respected by

TURN TO PAGE 48, PLEASE

WHY FLEET THUMB BE DOWN ON OWN

Cost of Stocking Parts, Overhead and Supervision Duplicates Similar Charges in Shops Elsewhere

We wish to assure our readers of the authenticity of the ideas advanced in this article. They are those of a very prominent fleet operator, connected with a large organization, who gave his views in an interview with a member of this publication's editorial staff. The reason the editor saw fit to omit his name and connection was to avoid such unnecessary implications as generally arise when personal opinions appear in association with the name of a company. The editor will welcome arguments, pro and con, of fleet-operator readers. If they so desire, similar consideration will be given to the concealment of their identities.

THE job of a fleet superintendent is to keep his vehicles on the road 100 per cent of working hours; to keep them in safe condition and satisfactory to operate, and to do it economically. Included in these functions are, in many instances, the added responsibilities of managing a fleet maintenance establishment. In case of large companies operating hundreds and hundreds of trucks it becomes a question whether they are in the motor vehicle business or selling dry goods, coal, gasoline, electric service, etc.

There can be no doubt that fleet maintenance reaches the proportions of a separate business in many cases. For example a recent description of a fleet shop reveals a stock of parts totalling about $100,000 and another fleet of something more than one thousand vehicles carries a stock of parts and unit assemblies valued at twice this sum. Costs of shop buildings likewise run into big figures, hundreds of thousands to more than a million. Shop forces are large, those numbering fifty or one hundred are not uncommon. These figures are of the order of one mechanic to each eight to ten vehicles; parts stocks to something in excess of $100 per vehicle. The latter figures, of course, do not include investment in land or buildings for the shops.

Meanwhile, these facilities and stock of parts are duplicated by dealers, factory branch or independent shops in the same territory. In the case of parts, the fleet owner carrying parts in stock pays the manufacturer or the dealer a shelf-carrying charge which is included in the net cost of each part. In addition, it costs the fleet owner 10 to 15 per cent to carry parts in his storeroom. There is a duplication here in the cost of carrying parts in stock in the fleet shop and in the outside shop.

In any large private stock of parts there is a loss from obsolescence because the vehicles for which the parts were purchased have been sold, junked or traded in. On the parts which must be junked there is a total loss in addition to the cost of carrying them in stock until junked.

A large stock of parts requires the services of a group of storekeepers, stock runners, supervisors and clerks, all of whom are non-productive. In spite of the best intended accounting system and efforts of the stockroom, force shortages will be found in stock at stock-taking, and resulting "adjustments" appear in red, not in black, ink.

Men in charge of stockrooms try to keep stocks down, and under present conditions they are "aided" in their efforts by edicts of the management, but nevertheless it is a human trait to over-order rather than under-order parts. Over-ordering brings criticism only at widely separated intervals, but being short of parts arouses the ire of shop foremen and mechanics continually.

SHOULD SERVICE

Those who defend the carrying of a relatively large stock of parts point out that dealers' and manufacturers' parts stations generally are unwilling to deliver parts and that a considerable stock is necessary to meet shop demands between receipt of shipments of relatively large quantities. The parts stations declare that the added cost of retail delivery would cut their profit considerable. It seems probable that any far-sighted fleet operator would be glad to pay an equitable amount for delivery.

The final proof that overhead and other charges involved in carrying a large stock of parts can be generally avoided is the fact that there are more than a few fleets of more than 1000 vehicles in which the investment in parts stock is limited to $5 per vehicle.

Other duplications with accompanying investments, carrying charges and overhead exist in fleet and outside shops. A garage may be needed in any case, but the shop itself, or the part of the storage building assigned to repair work, is duplicated in outside shops.

Likewise, special tool equipment is required for each of the several makes

NEXT MONTH

IN this article, to be followed by a second, the fleet executive points out some of the handicaps in maintaining a fleet shop which led him to turn over all maintenance except inspection and running repairs to outside service stations.

The second article, which will appear in the October issue, will present his ideas of what dealer, branch and independent shops should do in order to get more fleet work. His recommendations are definite, to the point and proven because they are just the things which shops have done to secure his business.

WHY FLEET THUMB SHOULD BE DOWN ON OWN SERVICE

of vehicles making up a given fleet. In some cases the tools are required to cut down time required for certain jobs, in others the work cannot be done at all without the equipment. Ordinarily depreciation of tool equipment is based upon a ten-year life, but special tools must be written off in a shorter period because the vehicles for which the tools are designed are discarded in less than 10 years.

Other, but less obvious, handicaps spring up in managing a fleet shop unless the man in charge takes special precautions to prevent them. Shop mechanics and foremen take special delight in devising and making every manner of gadget, although these items may be obtained on the market for less cost than fleet-shop cost. For illustration—the host of swinging stop signals.

There also seems to be a tendency on the part of the shop force to anticipate repairs to other units when a truck comes in for a specific repair. This results in the doing of certain work or undertaking a major or minor overhaul ahead of time. This fault is also found in outside shops, but we shall discuss this subject in subsequent paragraphs.

• Anticipated Repairs •

A fleet shop quite naturally wishes to make a good showing and to keep idle time to a minimum. As a natural result the shop hunts up business when work drops off; a hurry call is sent to the operating department to send in as many trucks as can be spared for repairs. Again work is done before it is really needed.

Not least of the problems connected with fleet shop management is the effect which a large shop has upon the fleet superintendent. The shop, at best, takes a lot of his time and interest. Frequently it overshadows his other responsibilities and he is all wrapped up in making the shop pay and neglects the economies of running vehicles upon roads.

Turning all maintenance work, except running repairs, over to outside shops brings certain incidental savings to the fleet shop which are frequently entirely overlooked. Consider jobs which go bad—and where is the shop which makes a 100 per cent record year after year? In the fleet shop the job is done over at additional cost. The service station must guarantee its work and make good, N.C., on no-good jobs.

S. A. E. Takes a Hand

A sub-committee of the Transportation and Maintenance Activity of the Society of Automotive Engineers is making a survey of fleet maintenance among fleet owners and outside service stations. The report, which will be given during the Annual Transportation meeting of the Society by John Orr, Equitable Auto Co., Pittsburgh, will show what work is being done in fleet shops and what is being sent out by fleets of various sizes and the facilities offered by service stations.

Paper work, detested by shop men, is reduced because service stations do the bookkeeping and forward bills sufficiently itemized to permit careful checking. Fleet accounting is not eliminated but it is simplified.

Peaks and hollows, rushed-with-work and idle periods turn up in the best managed fleet shops, in many instances because of seasonal variations in the business of the establishment owning the fleet. They reduce shop efficiency because the shop, if large enough for peaks, is partly idle part of the time or, if it is too small for peaks, trucks are held up for repairs during rush seasons.

Hills and dales in volume of service required by one fleet impose little tax upon an outside service station because a rush in one offsets a slack time in another.

Just to forestall misunderstandings or arguments about non-essentials let us agree that no fleet shop is entirely self-contained and thus able to perform all, sundry and various of the jobs which are, or hereafter may be, required to keep a fleet running. They send some work elsewhere, and so do the dealer, factory branch and independent shops. Likewise even the smallest fleet, for example a one-vehicle huckster route, performs some of the elementary maintenance operations for itself. We are concerned with general policies—with a decision whether to do all work in a fleet shop which may reasonably be done in such an establishment or to turn most of the work over to others, reserving for the fleet organization preventive maintenance and running repairs or, in some cases, none at all.

• Idle Time Low •

With repairs sent outside, a fleet may be maintained with one employee for each 15 to 30 vehicles, and as previously stated $5.00 per vehicle investment in parts. The man in charge of operation of a fleet is vitally interested in the amount of "time out" for repairs. Records such as an average of only ten hours idle time per vehicle per year for repairs are being made by fleets operating under the maintenance plan suggested.

Under this plan the fleet owner attends to filling with gasoline, lubrication, adding and changing crankcase oil, washing and tinkering repairs. He also employs inspectors who visit the vehicles regularly, inspect them, make adjustments and perform preventive maintenance operations so far as they can be carried out in the open or in garage storage space.

They do not surrender control over maintenance of the fleet by turning work over to others. The inspectors decide what repairs are to be made; if there is any doubt an inspector goes to the outside service station and looks over a unit after it is opened up. Of course, it sometimes happens that the inspector authorizes specific repairs and when the truck reaches the shop the inspector there finds, after disassembly, that something else should be done. In such cases they have the service station men get in touch with the inspectors and come to an understanding before proceeding with additional work.

• Sampling Inspection •

When the unit is opened for repairs only those parts should be replaced which actually require replacement. The number of parts discarded in a truck which will soon be turned in will, of course, be different than in trucks which will be kept in service for several years more.

Fleet owners with their own shops know how repair work is being done and they are concerned about giving up this supervision and check. With the work secured in outside shops this is accomplished by reserving the right to have the inspectors go into any shop doing such work, at any time. They do not hang around shops hour after hour checking up on every detail of every job, but in the course of their work they visit shops often enough to enable them to know what is going on. This sort of "sampling" inspection has proven effective.

Repairs to bodies are handled like mechanical repairs except that nature of the work calls for more individual attention on the part of the inspectors.

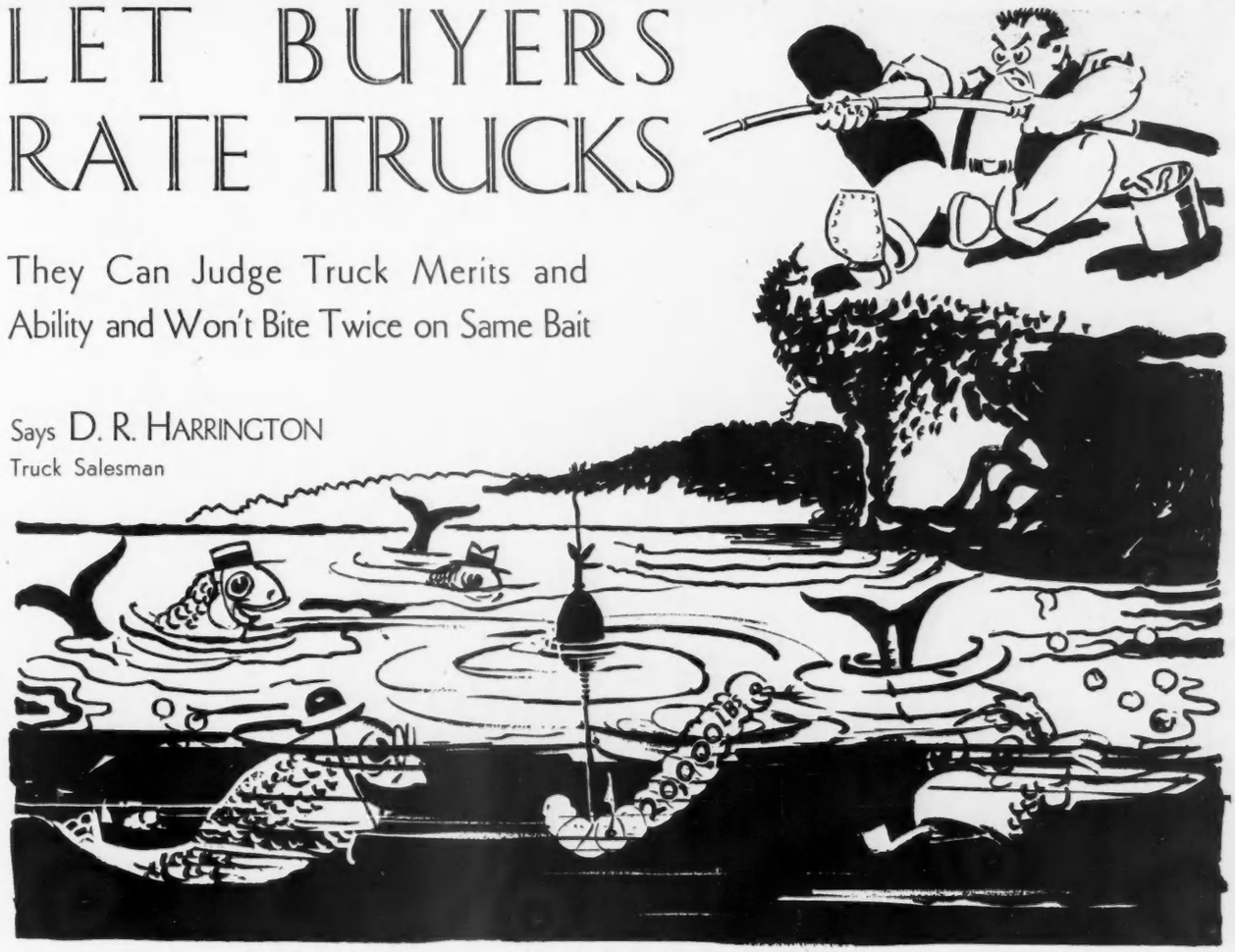
It is a certainty that many of the operators in the fleet field will challenge their conclusions, doubt the facts and seek to confound with tales of shortcomings of individual service stations. Their views deserve a hearing, their standing and ex-

TURN TO PAGE 44, PLEASE

LET BUYERS RATE TRUCKS

They Can Judge Truck Merits and Ability and Won't Bite Twice on Same Bait

Says D. R. HARRINGTON
Truck Salesman



INTELLIGENT truck salesmen know that the truck market is no longer composed of men who don't know trucks. Even time-honored trade names are not above suspicion in buyers' minds. They don't care how long a corporation has been manufacturing trucks. They want to know what kind of a truck it is manufacturing this year. The present-day buyer is capable of judging the merits of the truck for himself. If he gets hooked on the rating of a truck once he won't bite at the same bait again.

Pinning the blame on salesman, user or someone else is not the answer. Imitating the ostrich will not do, nor will buck-passing. Tackle the situation in the old-fashioned way. Build trucks and rate them to meet the customer's wishes—that is the surest way to clear up the rating situation.

Rating a truck is a simple and yet a serious problem; it all depends on the type of truck under consideration. It is a simple problem to build a truck and balance the various units to carry a stated load. But it is a serious matter to find a buyer who will not carry more weight than the stated capacity. The majority of truck users expect a truck to carry more than its rated capacity, and as they "pay the freight" there is no logical reason why their wishes should not be considered.

During the years when the solid-tired truck was in vogue there was a distinct cleavage between light and heavy-duty truck builders. You bought a delivery car equipped with pneumatic tires or you bought a truck equipped with solid tires to carry a big load. When a customer bought a 1½-ton truck equipped with solid tires he usually carried three or four tons.

• Accepted Policy, Then— •

Few if any manufacturers questioned this policy, and orders were gladly accepted with the overweight written plainly right on the order blank. There was no question of gross rating—the truck was bought to do a certain job. But the old distinct cleavage between the two types of manufacturers has passed out of the picture since the demand for the fast pneumatic-tired, heavy-duty truck became general. Today light-duty manufacturers are building heavy-duty trucks, and some of the heavy-duty manufacturers have been stampeded into a price-reducing orgy that is, together with the rating situation, coloring the balance sheet *red*.

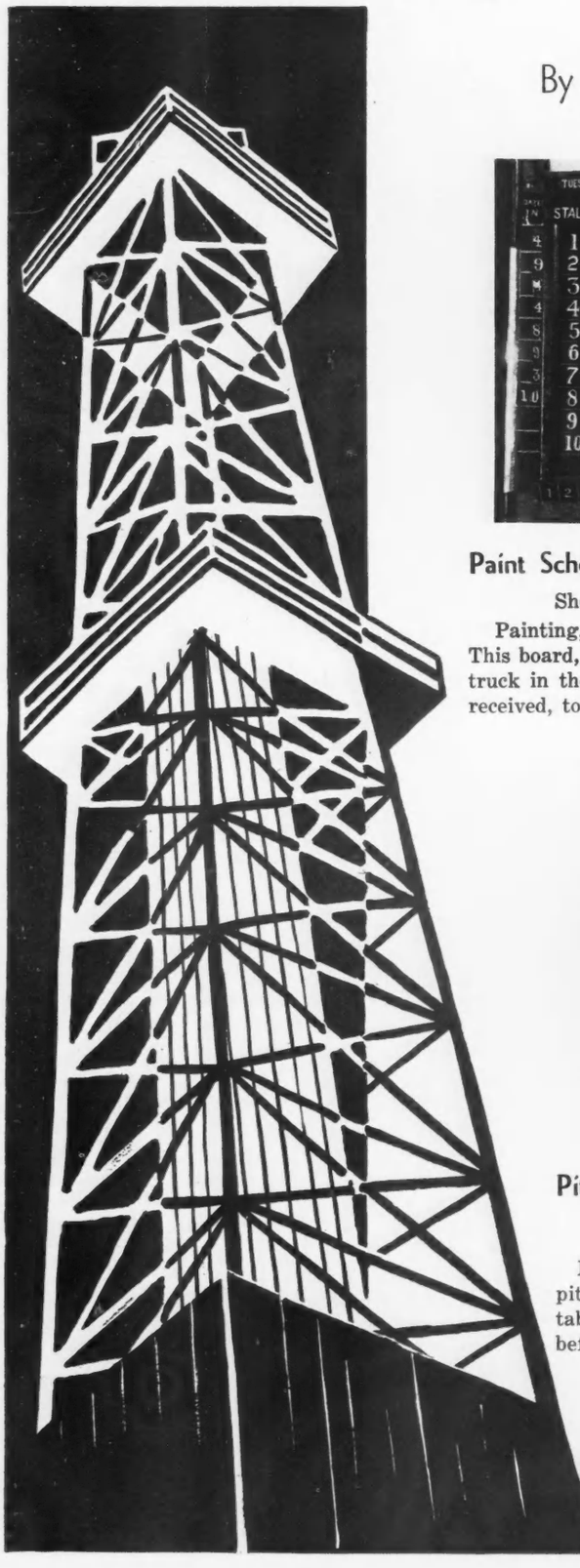
To clear up the rating situation I suggest a simple formula: multiply the chassis weight by three, the answer would be the gross rating. Subtract weight of the chassis, body, spare tire, tools, etc., from the gross rating and the result is pay load.

Using this formula on three 1½-ton trucks of various chassis weights we get the following results:

Truck A	
Chassis weight	2,700 lb.
Body, spare tire, etc.	1,400 lb.
	4,100 lb.
Gross rating	8,100 lb.
	4,100 lb.
Pay load	4,000 lb.
Truck B	
Chassis weight	3,000 lb.
Body, spare tire, etc.	1,400 lb.
	4,400 lb.
Gross rating	9,000 lb.
	4,400 lb.
Pay load	4,600 lb.

TURN TO PAGE 44, PLEASE

ANOTHER FLOOD OF



By JAMES W. COTTRELL

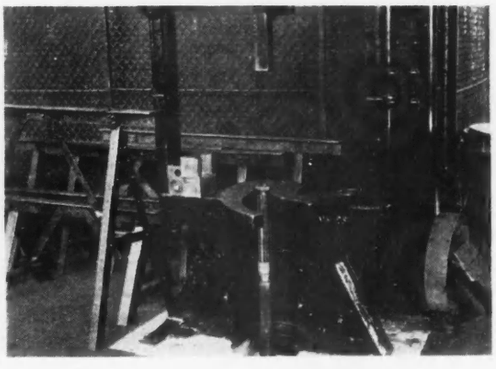
These shop ideas are a continuation of the article in the August issue describing shop devices made by the shop of the Gulf Refining Co., Upper Darby, Pa. This group of ideas is devoted to general shop equipment, storage racks, material handling, etc.

Practically all moving of parts in this shop is on wheels, either on overhead monorails or on floor casters. Even the truck frame stand is on casters, and the

Paint Schedule Board

Shows status of each job in the shop at a glance.

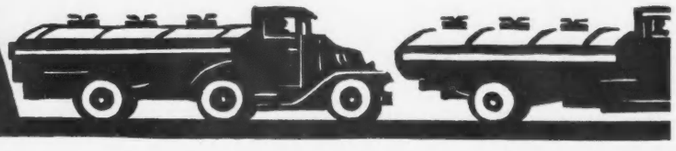
Painting, like other work in this shop, is carried forward on schedule. This board, placed above the foreman painter's desk, shows location of each truck in the paint shop, when it entered the shop, how many coats it has received, to which company station it belongs and when it will be finished.



Pit Under Press

Saves time in blocking up for work upon ends of long pieces and extends limit of length of parts a press can handle.

Both this press and the one shown in August issue, page 29, have pits in the concrete floor directly under the center of the press tables. By rare foresight, the need for these pits was recognized before the floor was laid during construction of the building.

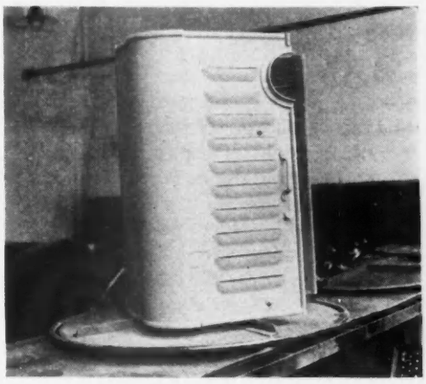


GOOD GULF IDEAS

19 MORE SHOP TRICKS

largest frame can be moved about by one man.

Description of the many time and labor-saving devices in this and the August issue was made possible by the co-operation of E. H. Grey, general superintendent of motor equipment; J. M. Stoeckle, district superintendent of motor equipment, and Thomas Wilkinson, foreman, and members of the shop staff.

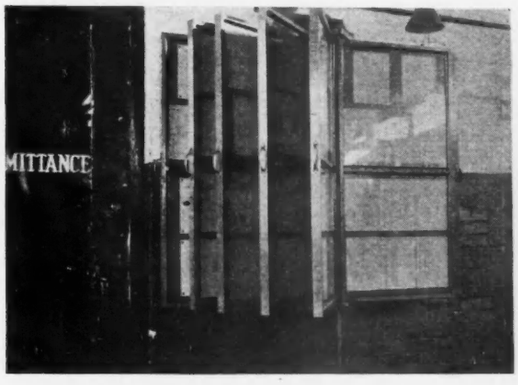


Hood Turntable

Saves many steps and gives better light and ventilation on job.

Standing with his back to the light, a painter sprays paint on a hood with one hand while he turns the hood turntable with the other. This keeps the spray away from him and saves him the trouble of walking around the hood.

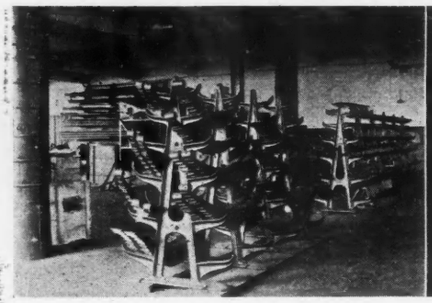
The table is a circle of tubing, a flat plate, crossed light angles and a ball thrust bearing on the shaft.



Instruction Book Mountings

Vertical swinging boards covered with glass make instruction books and service data quickly accessible and preserve the sheets from damage and soiling by mechanics.

Each "page" of this instruction book is a wooden frame with middle cross-piece, making two panels.



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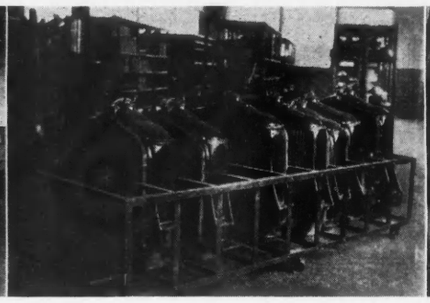

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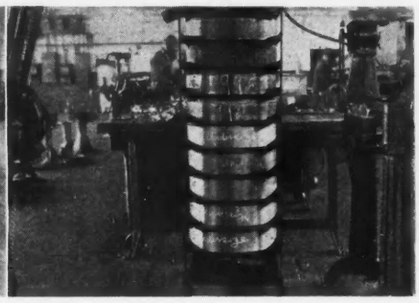


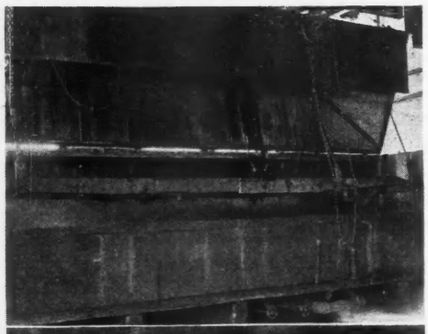
3

Storage

Parts racks and bins, which are not too large or heavy, are equipped with casters. A similar rack serves the shop floor. The rack used for reserve stock (Fig. 2, above) has capacity of seven radiators. The two center bars support the weight of the radiators.

The brake-drum rack (Fig. 3) has space for 11 drums in no more floor space than one. The drums slide in angles like desk drawers. Those which have been machined are marked "undersize" in chalk.

Main stock of springs in the parts room is carried on arms on A-frames. Any spring shown in Fig. 1 may be lifted by a power hoist on a monorail which extends through the second floor parts room to the shop, which has two-story ceiling height.

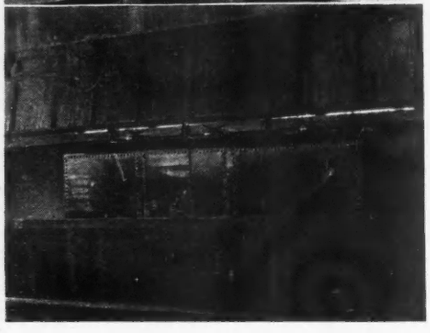


4

Cleaning Tank

Dirt and paint are stripped from chassis frames and tank bodies in a large cleaning tank (Figs. 4 and 5) in a fraction of the time required to do the work by hand or by ordinary pressure cleaning. The cleaning is entirely automatic after the unit is placed in the tank.

This tank, which is large enough to accommodate truck frames and large compartment tanks, is equipped with a power-operated folding cover or lid. Frame or tank is carried from the disassembly floor in front of the tank and deposited on brackets within the tank. Pushing a button starts a motor which drops the lid over the tank. A motor-driven pump sprays cleaning solution over frame or tank and after a short time not a trace of dirt or paint remains. Actual cleaning involves no labor at all, as the part to be cleaned is not touched after it is placed in the tank. Engines and similar units are cleaned in two smaller tanks.



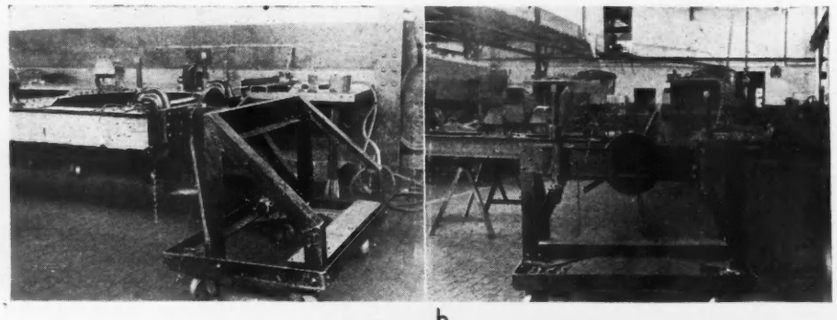
5

Chassis Carriage

Two stands (Fig. 6), one at each end of a truck chassis, turn the frame to any desired angle for riveting, welding or other repairs; hold it upside down for attachment of springs and axles and enable one man to turn it over for assembling the chassis and to move the frame about the shop floor.

Base of the stand measures 48 x 30 in. and is made of 3 x 3 x ¼ in. angle iron. Height above casters is 27 in. The cross-bar, which is a 6-in. channel, swivels in a pair of 12-in plates, one attached to the bar and the other fastened to the stand. The plates are drawn together for locking the frame in position by means of a 1¼-in. bolt and a threaded round plate with five handles.

Cross-members of the frame are gripped by two large C-clamps, with spacing and openings adapted to both channel and pressed-steel type frames. Construction of the stands is shown in views (a) and (b). A frame tilted for riveting is shown at (c) and another type frame ready for attachment of springs at (d).



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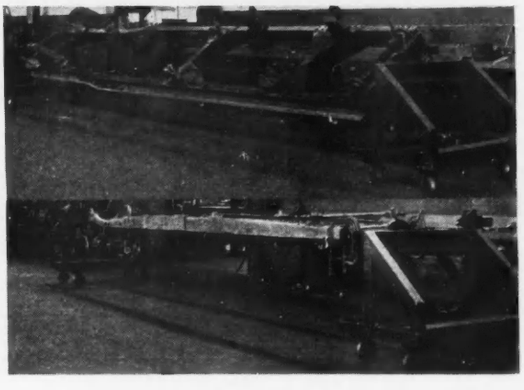

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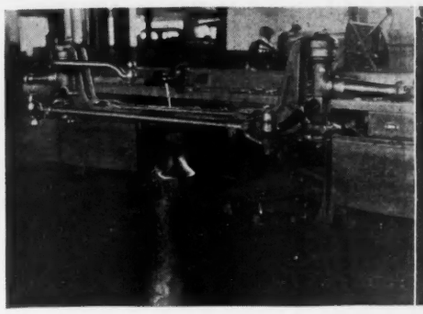

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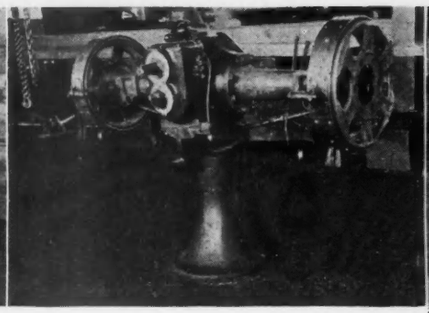

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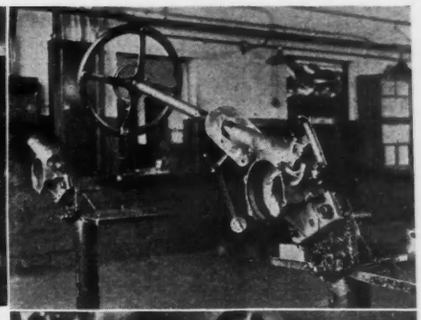


3

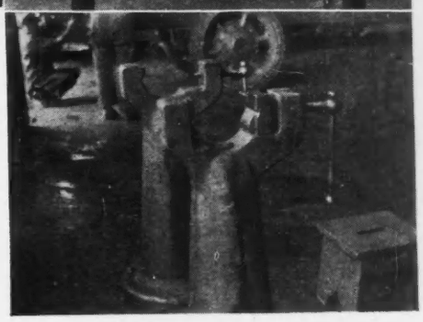
Stands

Permanent stands are provided for supporting major chassis units such as front and rear axles, steering gears, engines and transmissions. All are adapted to use with two types of units in the fleet, those from 3-ton trucks and those from 5-tonners. These stands make the units accessible from all sides and hold them firmly in place despite tugging on bolts.

The front-axle stand (Fig. 1) has a single clamp at the center which holds the axle either right side up or upside down. Alignment is checked with axle in the stand. The rear-axle (Fig. 2) stand also has a single center support, leaving both ends of the assembly entirely free. A special U-bolt holds the axle in position. Brake drums which are machined to standard undersizes are carried through the shop, and in stock, with their corresponding axles to assure fit between lining and drum.

Steering-gear stands (Fig. 3) accommodate either of two types of gears, and they carry a shelf for parts and tools.

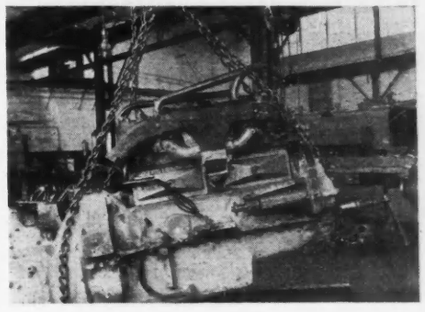
Double rear-axle (Fig. 4) stands are employed in the chassis and parts cleaning room, where mechanics, not helpers, tear down units before parts are placed in cleaning tanks.



4

Engine Hoist

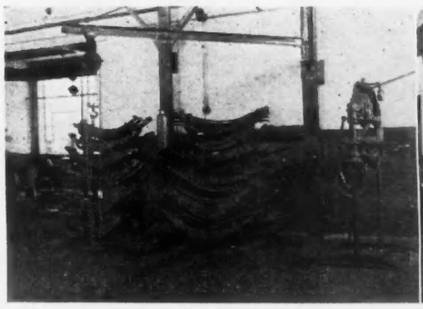
Floor stand and monorail with hoist (Fig. 5) make it possible for one man to move engine about the shop. Although there is nothing unusual about an engine in a sling, this illustration directs attention to the fact that in this shop the difficult tasks have been made one-man jobs by use of special equipment rolling on the floor on overhead monorails.



5

Repairing Springs

Swinging track, chain hoist and sling with two hooks make it easy for spring repairman to move springs and place them on shop rack (Figs. 6 and 7). The spring-repair department is placed in one corner of the shop floor. A channel monorail track is pivoted on a vertical column and supported by a round-bar steel brace as in "6." Springs are lifted by two hooks engaging the spring rebound clip bolts instead of the spring eyes as in "7." (White rear springs used in the fleet do not have eyes.)



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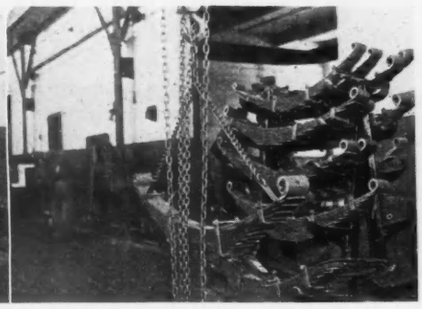

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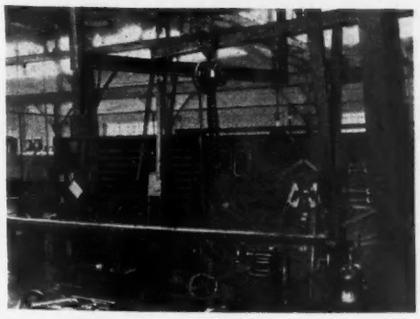


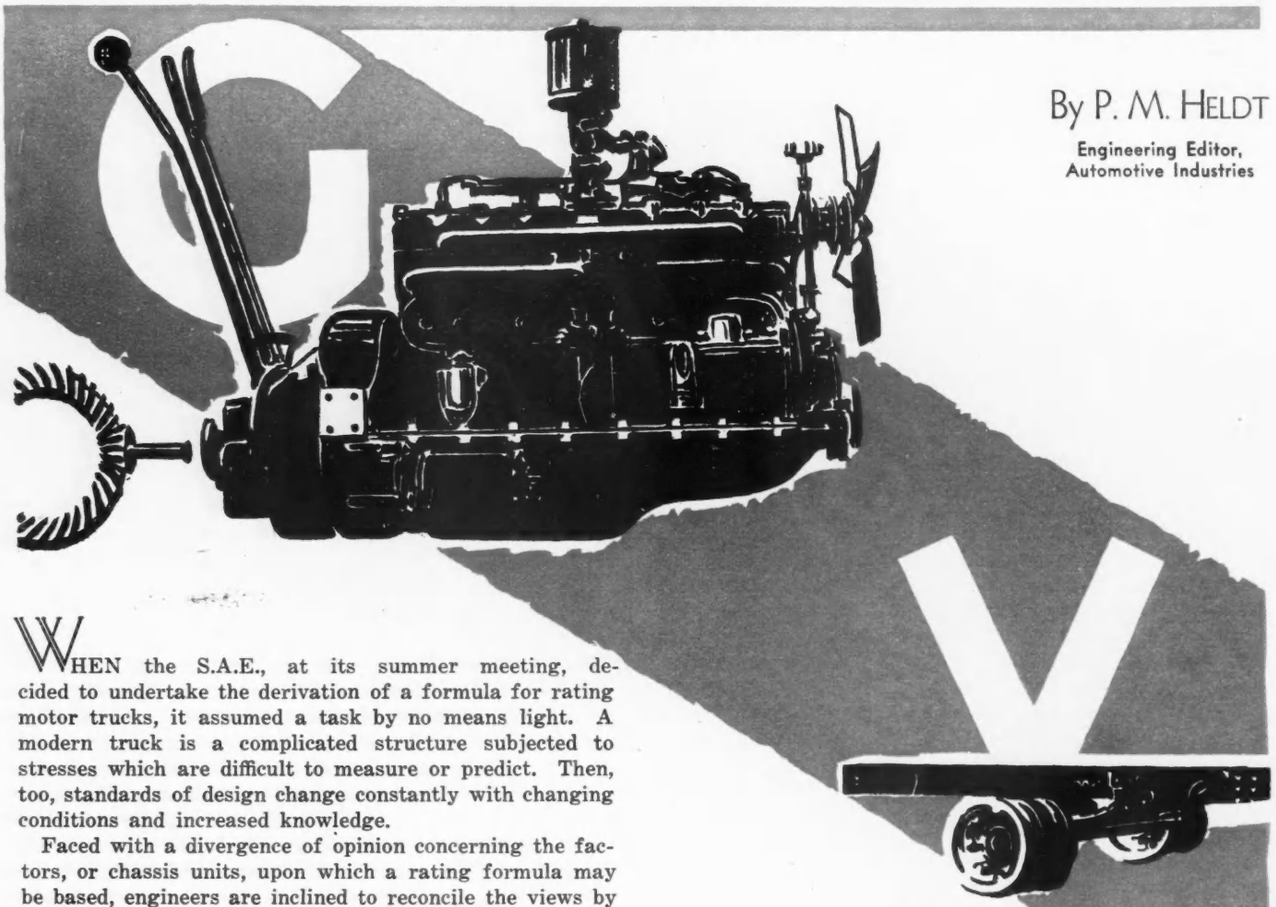
8

Swinging Monorail

Machinist can lift heavy parts to and from lathe bed without assistance. The outer end of this monorail channel (Fig. 8) is supported on a roller contacting with a channel extending at right angles to the lathe and across the aisle. This makes it possible for the machinist to pick up a heavy part in the aisle, lift it to clear the lathe bed and then swing it into position. The end of the monorail near the headstock swivels on a bolt fastened to a hanger.

TRUCK RATING DEPENDS

By P. M. HELDT
Engineering Editor,
Automotive Industries



WHEN the S.A.E., at its summer meeting, decided to undertake the derivation of a formula for rating motor trucks, it assumed a task by no means light. A modern truck is a complicated structure subjected to stresses which are difficult to measure or predict. Then, too, standards of design change constantly with changing conditions and increased knowledge.

Faced with a divergence of opinion concerning the factors, or chassis units, upon which a rating formula may be based, engineers are inclined to reconcile the views by including several, or all, of the factors, giving weight to each in accord with its relative importance. It is reasonable to assume that the S.A.E. committee will be faced with a problem of this nature and that it will attempt to evaluate all of the proposed bases for rating.

When an analysis is made of present-day rating practice, it soon becomes evident that two distinct conceptions of truck rating prevail. We have, in fact, what may be called light-duty and heavy-duty ratings. The distinction is perhaps sharpest in the 1½-ton class, in which chassis are offered that range in weight all the way from about 2400 lb. to more than 5000 lb. One group in this class averages less than 3000 lb. chassis weight, the other 4000 lb.

This division into light-duty and heavy-duty trucks does not seem at all illogical, as it is based on service conditions. It must not be overlooked that in any particular case maximum safe load depends not only on the truck itself, but also upon the roads over which it is operated, and the manner in which it is driven, that is, upon the operator.

One question, then, to be settled is whether there should be two types of rating—a light-duty rating, representing the absolute load limit which the truck is supposed to carry only under favorable conditions, and a heavy-duty rating, which represents a normal load which the truck can carry continuously, even under adverse conditions, without sacrifice in life, and therefore may be exceeded under favorable circumstances; or whether there should be only a single rating.

In either case it is well to recall that the monetary value of a truck—as measured by its cost of construction—is not dependent upon load-carrying capacity alone. Speed of the truck is a factor of almost, if not quite, the same importance. For instance, the suggestion has been made, as in the Buckendale formula, that we base the rating of a truck upon the maximum gross weight which its powerplant is capable of moving up a certain grade in high gear. If such a rating were adopted, a mere change in rear axle ratio of say from 6:1 to 8:1, which should occasion no change in cost of production, would increase the gross weight rating in the proportion of 6:8, or say from 12,000 lb. to 16,000 lb., and increase the pay-load rating by 4000 lb. It is still essentially the same truck, and what has been gained in load capacity has been lost in speed.

If a rating formula were based solely on the ability of engine, transmission, etc., to move loads, trucks would soon be greatly overpowered. If the nominal capacity of a truck could be increased 50 per cent by merely providing it with a powerplant of 50 per cent greater output, that evidently would be an easy and inexpensive way to obtain trucks of higher capacity. But such trucks would not be balanced in design, and the effect of such a rating formula on design tendencies could not fail to be harmful. Similarly, if trucks were to be rated merely in accordance with the rated carrying capacity of their tires, the result would be over-tiring.

ON THREE FACTORS

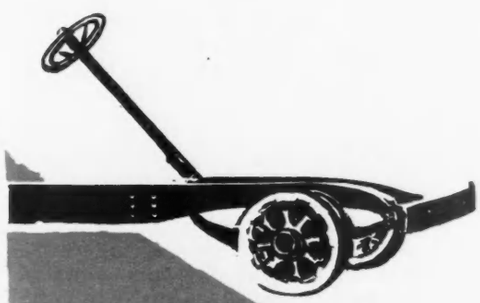
THE CAPACITY FACTORS TRIO

PERFORMANCE—Ability of engine power working through gear reduction to move gross vehicle weight

CHASSIS STRENGTH—To be obtained from coefficients based upon chassis weight

TIRE CAPACITY—Taken from tire makers' schedules

Final rating to be mean of these three factors



Fundamentally, there are two kinds of limitations on the maximum safe and practical gross weight of a commercial motor vehicle—power and strength. For illustration, if we take an average truck, rated at two tons, and load it with four tons or more, we probably have no difficulty in moving the load over hard, smooth, level roads. We notice, however, that the truck does not handle well. It is very sluggish, or, in other words, it does not accelerate well, and as soon as the least grade is encountered, gears have to be shifted. In short, the vehicle does not have the "ability" that is expected of a modern truck.

If overloading is continued, despite this poor performance, it will be found that various parts give out prematurely. Tires will not give the service that one may expect under normal conditions, and there may be failures of frames, springs, axles, etc. In fact, such failures are almost sure to occur if the truck be overloaded so heavily time after time.

Capacity of a truck, therefore, depends upon ability of the powerplant, in conjunction with the gear reduction used, to move gross weights, and upon the ability of the supporting parts to carry loads. The supporting parts may conveniently be divided into two groups—the tires and the metallic parts of the chassis.

It is comparatively easy to get at the approximate capacities of powerplant and tires, but it is difficult to determine relative capacities or strengths of other supporting parts, including frame, springs, axles and wheels. The only simple index of capacities of these parts that the writer can think of is the total chassis weight. It is obvious that if the same materials were used and the same degree of skill brought to bear on the design, the carrying capacities would be substantially proportional to the weights of the chassis.

The fact that chassis weights vary within very wide limits might be considered proof that chassis weight is far from being a measure of actual carrying capacity. But as already pointed out, the great variations in weights of truck chassis of the same rating are due mainly to differences in conceptions as to what the rating should express. Differences in mentalities of persons determining ratings

TURN TO PAGE 44, PLEASE.

AFTER HOURS

Under the Make-Up

The request made of the Interstate Commerce Commission by railroads that freight rates be increased 15 per cent has from the very beginning seemed to us one of the neatest bits of strategy ever conceived by rail barons. It was a stone hurled at three birds with the expectation that one of them surely would be brought down. This opinion we have voiced privately, and we might not pronounce it in this public fashion were it not that several men whose analytical and critical faculties we esteem have seen enough of reason in it to approve it.

Before the formal rate petition was filed with the I.C.C., the railroads let off plenty of steam that three causes were to blame for their reduced earnings, any and all of which were responsible. These causes were: (1) unregulated truck, bus and waterway competition; (2) high wages paid to railroad employees, and (3) low freight rates.

The barrage of truck and bus regulation propaganda that was laid by the railroad interests in the 44 states whose legislatures met during the past year was heavy but not as overpowering as was expected. The railroads didn't get the relief they wanted.

Wages were commented upon by some of the leaders, but, in view of President Hoover's firm conviction that nothing could be more disastrous to recovery than a lowering of the standard of living, the matter wasn't pressed.

As a matter of fact, it didn't need to be pressed because the railroads had the higher-freight-rates trump card up their sleeves. The moment they played it by asking for a 15 per cent increase we saw it, rightly or wrongly, as clever strategy. Thereby the railroads precipitated an exhaustive inquiry by the Interstate Commerce Commission which focused (as nothing short of bankruptcy could have) the attention of the entire public—investment, shipping, lay and press—on the plight of the nation's transportation spinal column. Since the hearings commenced, the public prints have been loaded with reports of pro and con testimony. Those favoring the freight rate increase, such as large holders of railroad securities—insurance companies for instance—have endeavored to create the impression that if the rise isn't granted, and promptly, resulting chaos will be something terrific. Those opposed—shippers, for example—appear firmly convinced that an increase will divert more freight traffic from the railroads, thus leaving the railroads worse off than they now are.

Assuming that there is a grain of truth in both views, it becomes a question whether the railroads actually want the increase or merely want to prepare the public and their employees for demands less likely to impair their earning capacity, namely: reduction in the wages of employees, and regulation of highway competitors.

Doubtless the ideal condition from the railroad standpoint would be strangulation of competition, reduction of wages and increase of freight rates. Such a miracle, however, is as unlikely of enactment by legislators and the I.C.C. as would be its toleration by the public. But some sort of relief must come from somewhere, which brings us to the strategic elements inherent in the rate increase petition.

If I.C.C. Says No?

If the I.C.C. credits the assertions of shippers that a rate increase would divert traffic to competitive transportation agencies, it will be the commission's duty to assume a protective attitude and refuse the request. It is our purely personal opinion that the I.C.C. will reject the proposal. Economy and elimination of waste are such absolute necessities in the conduct of business today that shippers will most certainly patronize the more economical forms of transportation in the event of a 15 per cent railroad rate increase. Even as a temporary expedient the increase would prove, in the long run, harmful to railroads because much of the traffic diverted would remain so after a return to present rates. Railroads know well now the difficulty of retrieving traffic that has strayed to competitors. The I.C.C. realizes this, too.

However, rejection of the petition would not end the matter because relief being necessary, would have to be sought elsewhere. Attention then would be focused on the railroads' competitors and on wage scales. And regulation and hamstringing of competitors being a matter not possible of accomplishment in time to relieve current distress, wage scales remain alone as a source of relief.

The Nigger in the Pile

And, in our opinion, wage scales are the objective of railroad strategy, the purpose of which is to enlist public opinion in the event of a dispute with the brotherhoods. In asking the brotherhoods to take a reduction in wages, the railroad excuse will be "we tried to get a freight rate increase and we tried to get protection from unregulated competitors; we failed." The "big four" brotherhoods will protest a reduction in wages. The railroads will protest that since their efforts to procure relief by other methods were frustrated, they have no alternative but to ask their workers to share with them their distress. A strike may ensue. Public opinion, we speculate, will be divided, but even the division will benefit the railroads. There will be the

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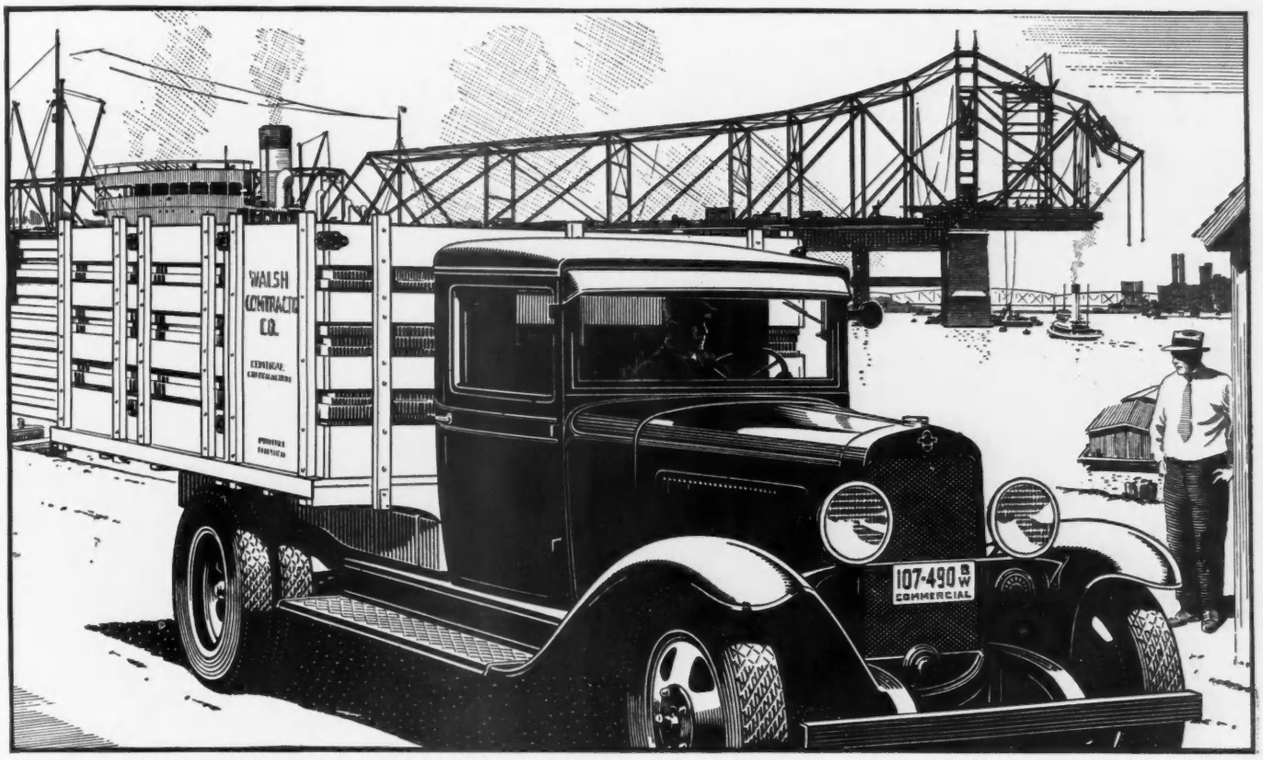


1½-Ton 131-Inch Stake Truck—Body 108 by 82 inches, with 42-inch stakes. Price including body $710. Dual wheels optional, $25 extra.

Truck buyers appreciate Chevrolet's exceptional economy

FOR ECONOMICAL CHEVROLET TRANSPORTATION

Now, when economy is more than ever a requirement of truck buyers, Chevrolet dealers occupy a very advantageous position. For Chevrolet six-cylinder trucks, in addition to a low purchase price, provide the lowest operating cost of any trucks on today's market. And this economy record is all the more impressive because it is based directly on the testimony of Chevrolet owners themselves. Many write of getting 20 miles to the gallon or better from Chevrolet sedan deliveries, with relatively high mileage for the 1½-ton trucks. In the important matter of upkeep and repairs, "20,000 miles without opening the engine," "Spent only $1.50 for service," "Four months' driving, 30 cents repairs" are typical remarks of Chevrolet six-cylinder truck operators. As for long life, Chevrolet owners tell of Chevrolet trucks that have gone 50,000 miles or more and are still giving reliable service at low cost. This remarkable economy, so amply substantiated, is a big factor in the excellent sales records of Chevrolet dealers. Combined with Chevrolet's durability, dependability and complete line of bodies, it gives the dealer an array of selling features unsurpassed in the low-price truck field.

1½-ton chassis with 131" wheelbase

$520

(Dual wheels optional, $25 extra)

1½-ton chassis with 157" wheelbase $590
(Dual wheels standard)

Commercial Chassis $355

All truck chassis prices f. o. b. Flint, Michigan. All truck body prices f. o. b. Indianapolis, Ind. Special equipment extra.

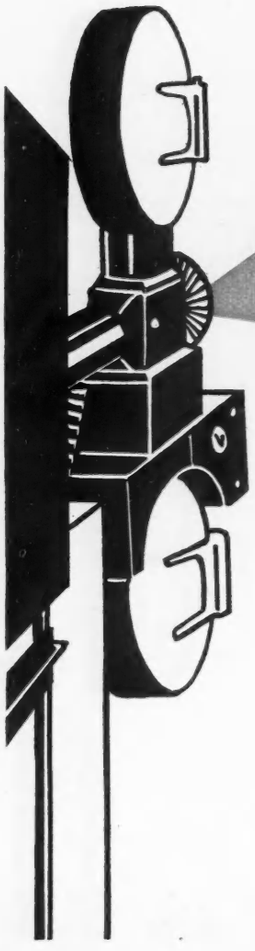
FOR LOWEST TRANSPORTATION COST

"Delivering 5000 Miles

A Modern Transportation Romance Featuring the Truck Delivering Reels to 600 Theatres in 250 Towns in Three States

Staged by
Horlacker Delivery Service, Inc.

Scenario by
Martin J. Koitzsch



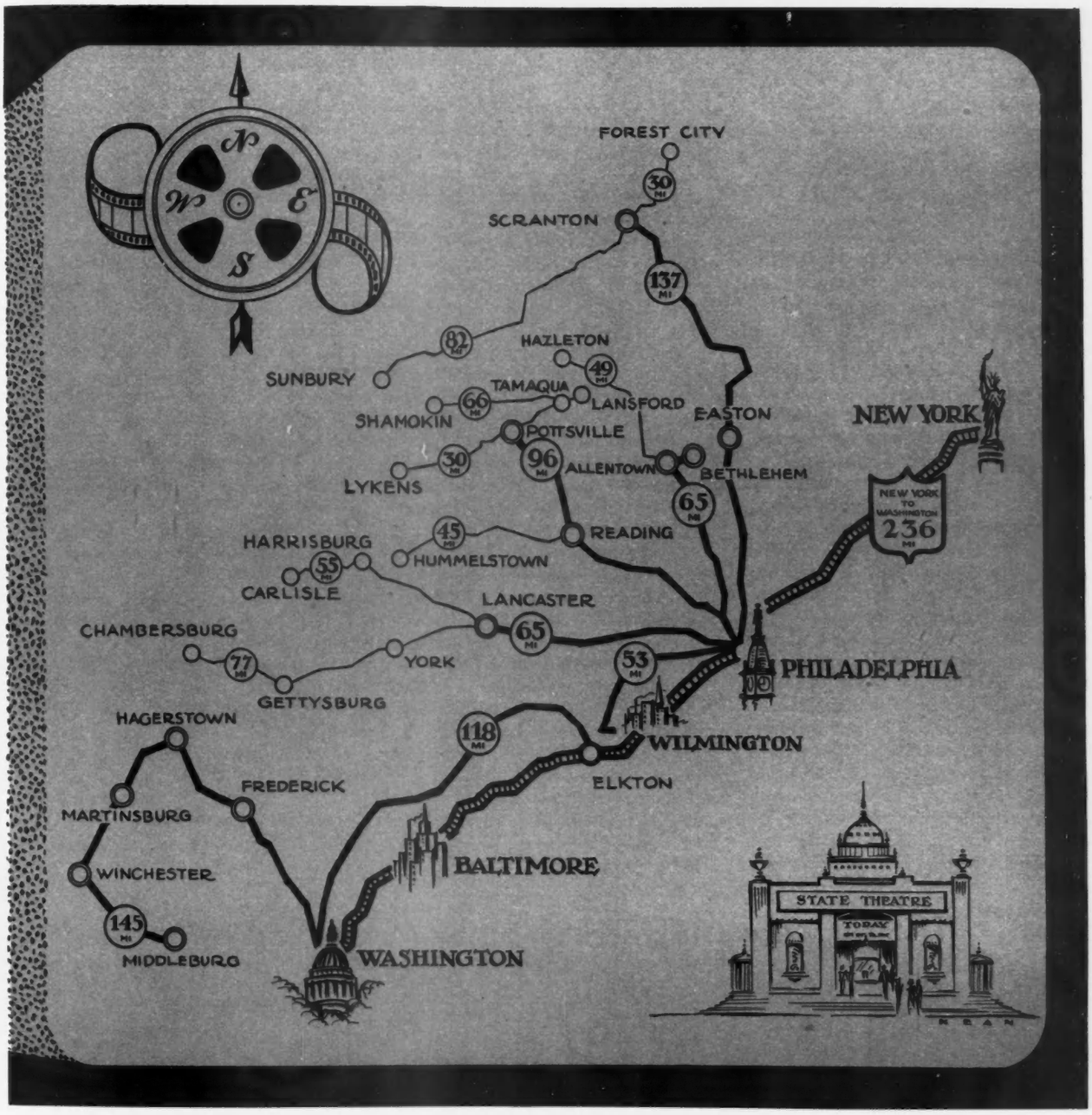
LITTLE do movie fans, sitting comfortably in their chairs in pleasant surroundings enjoying a few hours of Will Rogers in "As Young as You Feel" today, Norma Talmadge in "Indiscreet" tomorrow, and "The Smiling Lieutenant" next day, realize that behind the very films bringing them such enjoyment is a story that matches in modern romance the best of the thrillers—a romance that is amazing even in this day and age of wonders—a romance featuring the motor truck, that indispensable factor in the life and welfare of our citizens, in the role of "Cheer Bringer."

If a thrill-seeking, star-quoting, photo and autograph-gathering fan were to shadow the film of his delight through a couple of days of its vigorous itinerary and survive, only then would he succeed in obtaining an inkling of the tremendous story behind the film. He would get a glimpse of the more than 5000 miles of film rushing through in a week, a flash of 25,000 miles of highway spinning by, a peep into some of 600 theatres visited weekly, an idea of the bigness of a 250 city and town hook-up, and a suggestion of a smooth organization, working 24 hours a day, providing guaranteed daily deliveries. But for the comfortable delectation of the less hardy followers of the silver screen, COMMERCIAL CAR JOURNAL has shot the romance, "Delivering 5000 Miles of Film per Week," with the truck in a leading role. The truck and its equippage is the property of Horlacker Delivery Service, Inc., Philadelphia.

From the early days of movies when reel changes were irritating annoyances down to the early twenties of million-dollar productions, the handling of reels was largely the worrisome responsibility of movie houses. Movie operators did their own running down to movie-row, locating missing reels, picking them up, and treking them back and forth—they were their own regular and special delivery-men. Of course, some theatres had cars for this purpose; in fact, some utilized the delivery service of local express companies. But today these methods are just interesting history. Now, virtually every theatre in the Philadelphia area relies on trucks—trucks operated by a company that has set itself up to suit the special needs of movie houses, guaranteeing delivery of reels at any point on its many routes on schedule time, so that every show may go—ice, snow, sleet or rain notwithstanding.

The almost complete conversion of movie houses to use of the truck, and particularly to Horlacker service, was due to the flexibility, speed and economy inherent in every truck and to the highly specialized vocational facilities offered by Horlacker. Because of the truck, schedules, undreamed of a few years ago, have become practical. It has made possible the showing of a picture in Philadelphia one night; in Sunbury, 220 miles away, the next; Philadelphia again the third; Chambersburg, 140 miles west, the fourth—and so on. While this example is extreme, it serves to show how the truck saves thousands of dollars annually by cutting down idle film time, which, of course, redounds to the benefit of the distributor in faster playing dates per film. Instead of 120 showings in 250 days, Horlacker has made it possible to play a film 120 times in 150 days. And because of Horlacker service, which, besides being a transportation agency, is a sort of intermediary between exchange and movie house, worries regarding timely delivery of reels are about as rare as knee-length bathing suits in a beauty contest. The theatre is the customer and any and everything that Horlacker Delivery Service can do to simplify its patron's transporation requirements it does. To that end a list of bookings from a week to two weeks in advance is kept for every customer. This list enables the management to keep in close touch with daily deliveries and prevent slip-ups, such as duplicate programing, by detecting and correcting them in time. Another greatly appreciated angle of Horlacker service is furnishing transportation for any item of equipment related to the operation of a theatre such as posters, pro-

OF FILM PER WEEK**



grams, carbons, lenses, fixtures, parts, cleaning equipment, deodorants, etc. Ordering and delivery of trailers for coming features is still another service assumed by the delivery agency.

Like a giant's hand, Horlacker's service spreads over a territory of approximately 200-mile radius, bringing in daily communication with Philadelphia some 600 theatres in more than 250 cities and towns. The hand represents a carefully plotted network of fixed routes and involves the operation of 60 trucks, ranging from one to ten tons in capacity. The number and capacity of trucks traveling a given route depends on the size of the territory served.

To overcome the problem of ever lightening loads as the outer reaches of the territory are penetrated, and to obtain economical coverage of the more widely separated points in the outskirts, the management conceived the clever idea of graduating its routes much like a river with its tributaries, but in reverse. There are 18 routes in all—seven main out-of-town routes, five operating out of Philadelphia and two out of Washington—ten auxiliary routes fed by the main routes, six local routes for Philadelphia exclusively and one special route extending from New York to Washington. All except the latter serve theatres. The New York-Washington route represents an independent operation and supplies bulk shipments to distributors or exchanges in Philadelphia and

"DELIVERING 5000 MILES OF FILM PER WEEK"

Washington. Three 10-ton trucks make this run every night.

All out-of-town trucks, barring mishaps and unfavorable weather and road conditions, are at the Vine Street headquarters every morning at 9 o'clock. They are stationed here and loaded for their evening runs, while drivers turn in for sleep. On all runs except one, drivers report for duty every night. The exception is Scranton, which, because of the greater distance, necessitates a relay system of two drivers, each working every other night. Responsibility of loading is assumed by a shipper and several assistants. These men assort the metal containers containing the reels and arrange them in the trucks for rapid delivery—the first shipment for delivery being packed in last, and so on.

Each truck leaves the garage at a set time, established according to the length of the route; the run to Scranton is scheduled at 3 p. m., to Pottsville at 9 p. m. and the remainder at 10. All trucks arrive at the various points along their routes at approximately the same time every night. This punctuality is especially desirable on main routes feeding trucks on auxiliary routes. For example, on the Pottsville run, the driver, delivering and picking up reels on the way up, reaches Reading about 12 o'clock, where he is met by the driver covering the Hummelstown auxiliary run. Because of the time schedule, an exchange of load can be made immediately and without loss of time to the main-run driver. Pick-ups from the Hummelstown territory are exchanged for new films, and the main-route driver continues to Pottsville, stopping, of course, at all the theatres on the way up. When he arrives at Pottsville, he is met by the drivers of two auxiliary routes—Lykens and Shamokin. Again a change of load is effected. The auxiliary drivers then carry on, making deliveries into the small hours of the morning, while the main-route driver, his deliveries complete, starts for home with his load of used films. All told, the Pottsville route represents a run of about 500 miles in one night—200 miles by main and 300 by auxiliary routes.

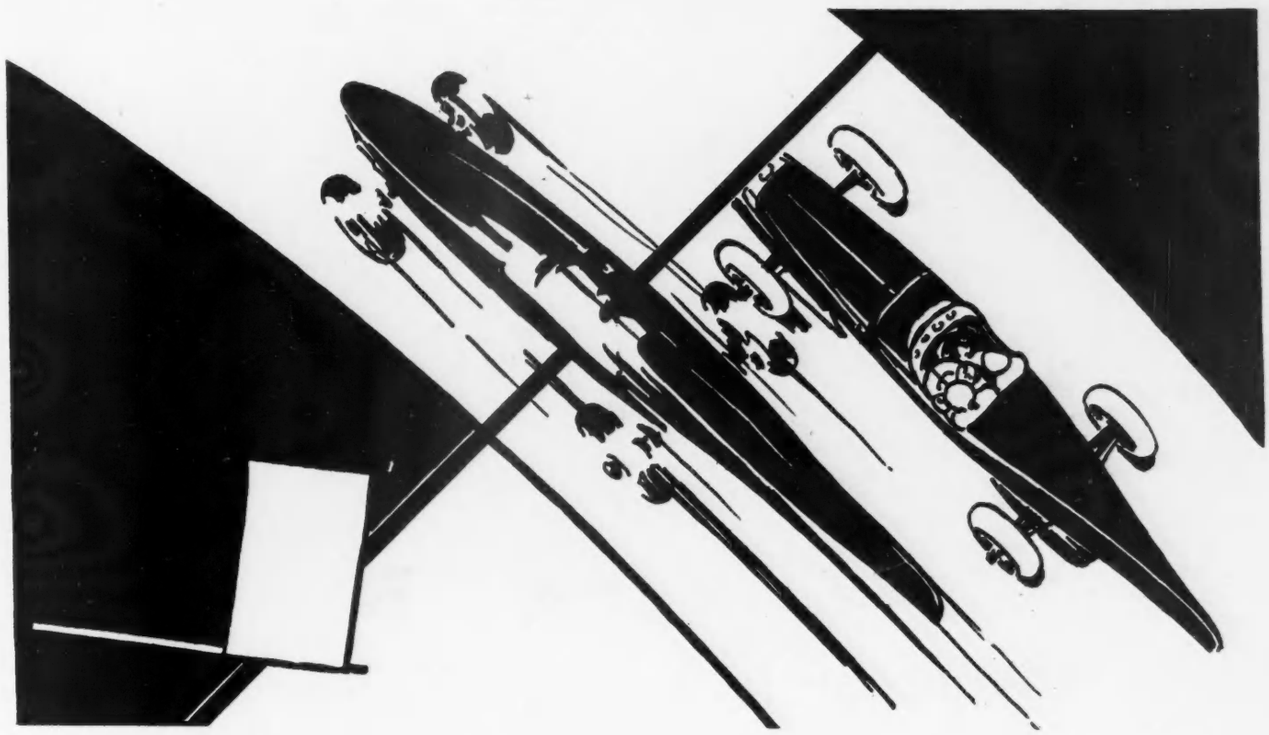
The Horlacker management prides itself for never having been late for a show and does everything within its power to maintain this record, even going to the extent of hiring a plane on one occasion. Besides building up a contented and smooth-functioning personnel, the management has achieved a system of control whereby every unit in its far-flung system can be brought into quick communication with the main office in case of emergency. It is because of the confidence this company has in its organization that it guarantees the appearance of all shows, promising to make good box-office losses in event of failure.

Drivers have never been a problem to the company, and turn-over could just as well be a special dessert on a la carte menu. There is none. The large majority of drivers on the Horlacker payroll have been there for years. They are men who feel the high regard in which the company holds its service and who appreciate the responsibility vested in them. The explanation is no secret. "We just pay them well, treat them right and give them our confidence," is the way one executive expressed it. Personal contact, however, is a prime factor. Men and management know each other, they know each others' problems, and enjoy good fellowship. All drivers are bonded—shipments are valuable and each driver is furnished with a set of keys to admit them into the various theatres along their routes after show hours.

Control is based upon a system which records movements of the main-route drivers. As a result of experience, records and a clock-punching arrangement, the management has been able to plot a time schedule for every route. It knows that at 12.30 a. m. the Allentown truck will be in Quakertown, and at 1.30 a. m. in Bethlehem, and so on through all the routes. The clock system is similar to that used by night watchmen. Keys are placed in various theatres along the main routes and when a driver makes his delivery he punches a clock, which he carries, with one of these keys before locking up the theatre and departing. Time records obtained in this manner were studied and averages established. Drivers are allowed enough time to reach various key points without speeding—they are not pressed, 40 m.p.h. is the limit. Besides the clock system, a field superintendent makes the round of all routes once a month—not to seek trouble or criticize, but to give advice, straighten out road difficulties, lend a helpful hand when needed, keep in touch with road conditions generally and improve the service wherever possible.

Domestic New Truck Registrations by Makes and Months

		Autocar	Brockway-Ind.	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	La France-Rep.	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January	1931	223	154	7,569	167	1,183	23	31	111	11,313	447	1,325	28	225	16	27	3	13	273	32	15	6	84	297	221	159	24,415
January	1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February	1931	177	107	7,459	135	1,129	31	36	100	10,868	388	1,368	34	184	12	20	4	28	261	30	11	47	85	268	204	184	23,466
February	1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March	1931	121	151	9,396	144	1,363	15	28	123	14,731	454	1,881	36	287	17	29	9	18	308	30	10	57	119	362	207	283	30,609
March	1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April	1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April	1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	480	564	47,032
May	1931	155	190	9,932	260	1,492	24	13	170	15,675	543	2,382	40	355	19	18	17	38	306	20	16	101	175	426	254	421	33,496
May	1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	2,531	49	717	36	55	2	93	737	59	55	147	305	115	452	456	43,245
June	1931	179	144	8,970	240	1,285	37	14	144	12,448	513	2,078	45	294	11	24	18	29	466	20	25	59	136	288	267	351	28,496
June	1930	183	481	9,761	261	1,113	56	118	158	15,669	889	1,917	56	446	29	19	2	43	581	54	38	109	207	102	412	352	33,512
Total 6 Mos.	1931	1,010	961	54,521	1,182	8,027	163	139	798	82,790	2,935	11,329	241	1,689	94	138	69	168	1,968	163	98	430	765	2,022	1,381	1,744	177,330
Total 6 Mos.	1930	1,101	2,385	68,738	1,647	8,773	299	918	1,182	103,976	5,537	13,315	318	2,824	258	247	16	300	4,166	379	208	728	1,343	612	2,484	2,802	228,094
July	1931	136	143	9,539	304	1,251	32	12	151	12,932	728	2,282	58	288	22	9	12	34	648	18	4	71	129	301	233	355	30,100
July	1930	194	388	10,947	338	1,080	47	124	209	19,841	882	2,477	50	577	39	35	2	41	583	71	43	104	262	88	460	409	39,888
Total 7 Mos.	1931	1,146	1,104	64,060	1,486	9,278	195	151	949	95,722	3,663	13,611	299	1,977	116	147	81	202	2,616	181	102	501	894	2,323	1,614	2,099	204,517
Total 7 Mos.	1930	1,295	2,773	79,685	1,985	9,853	346	1042	1,391	123,817	6,419	15,792	368	3,401	297	282	18	341	4,749	450	251	832	1,605	700	2,944	3,211	267,982



MOMENTUM

A Timely Thought on the Most Powerful Advantage a Concern May Have Over Its Competition

By NORMAN G. SHIDLE
Directing Editor
Chilton Class Journal Publications

BETWEEN now and Jan. 1, 1932, a few smart, courageous, fighting companies are going to jump the flag in the race back to business prosperity.

While their competitors are waiting for the tearing of a sheet from a calendar to metamorphose economic conditions, new pioneers in the automotive industry are going to ACT.

These go-aheaders have faced stark, crystal-clear reality. They see:

Wholesalers and retailers questioning the permanent stability of every line and every manufacturer with whom they are doing business;

Scores of trade buyers passing on from one to another strange, weird, silly rumor—sometimes about even the oldest and strongest companies in the business;

Hundreds of sensible retailers wavering in their belief in the soundest of projects; hungry for leadership; ready to form new allegiances; eager to cry "Hail" to the industrial organization which moves with dominant strength.

Opportunity is wide open between now and Jan. 1, 1932, for new firms to seize or old firms to consolidate leadership in each branch of the automotive industry. Some men see that chance clearly—and will grasp it.

While their competitors are reefing sail still further, "until after the first of the year," listlessly, penuriously, fearfully hoping that a change in date on the calendar will in some mysterious way bring a change in their fortunes—while the great herd of business men are toasting their toes before a dimming fire—

These new pioneers are going to use these three vital, opportunity-filled months to advertise to the trade—to contact with the trade—to write to the trade—to fill the trade with a vitalized vision of the everlasting power and courage of their plans, their organizations, their methods and their purposes.

They will reach the trade in its most receptive mood and when it is less crowded than ever before with competitive messages.

They are going to stand out like tall pines towering high in a forest of weeping willows.

They are going to be conspicuous in their activity, sound in their judgment and far-visioned in their planning.

And when that subtle thing called the tide of business suddenly is found *to have turned* they will have just the advantage that a man doing a running broad jump has competing for dis-

TURN TO PAGE 48, PLEASE

How to Keep and Use Accident Statistics

EVERY safety program, whether conducted by a large or small fleet operator, to be really efficient and bring the maximum return for the time, effort and money expended, must be backed by a good system of accident recording. Without such a system everything becomes guesswork—management does not know its accident cost, per month or year; total accident repair bills are approximations; insurance premiums and claims hit indefinite totals; interesting campaign material for creating and maintaining interest is not available; driver instruction and advice cannot be anything but weak and hollow; bonus plans and contests are impractical, etc. To do an intelligent job of preventing accidents and their repetition, the causes of accidents must be known. Carefully and accurately kept records reveal them—records that give all the information upon every accident, no matter how trivial.

The National Safety Council, Inc., Chicago, known for its outstanding work in gathering data and shaping procedure for accident prevention, has developed an accident record system for commercial vehicle operators that applies with equal simplicity to large or small fleets. The plan, designed to keep clerical work down to a minimum and yet provide full information, consists of three important steps:

1. A written record of all vital facts bearing on causes and circumstances of each accident.
2. A periodic summary and analysis of these accident data, and comparisons from one period to another and between various divisions of a fleet.
3. Comparisons with records of other fleets.

Three forms, illustrated herewith, are employed in the recommended plan. They cover every statistical detail, are readily understood and easily applied to any operation. For the original report of an accident the form, "Vehicular Accident Report," is provided; the "Accident Record Sheet" is supplied for summarizing the items listed on the first form, and the third form, "Vehicular Accident Summary Report," is furnished to compile the data from one or more of the record sheets.

Before discussing these various forms and their relation to each other it should be remembered that success depends to a considerable degree on the human equation and the obtaining of all facts on every accident. False conclusions drawn from incomplete and inexact accident data result in misdirected and wasted safety activity. Since the driver, for the most part, must be relied upon for a description of an accident, he should be impressed with the importance of getting complete unbiased information about every accident, no matter how trivial. He can easily be made to realize the importance of reporting a serious accident, but he must also be made to realize that, from the standpoint of preventing accidents, valuable information can be obtained from minor occurrences; that circumstances involved in a minor accident may be the same as in a major one; that false damage claims often follow minor accidents, etc. Neglect in reporting accidents and the making of evasive and misleading statements should not be tolerated. This policy should be brought home to the driver in a friendly, but firm, businesslike manner and, if necessary, enforced by penalty. Executives can go a long way in impressing the driver of the value attached to his reports by carefully scrutinizing his statements and by close questioning on various entries.

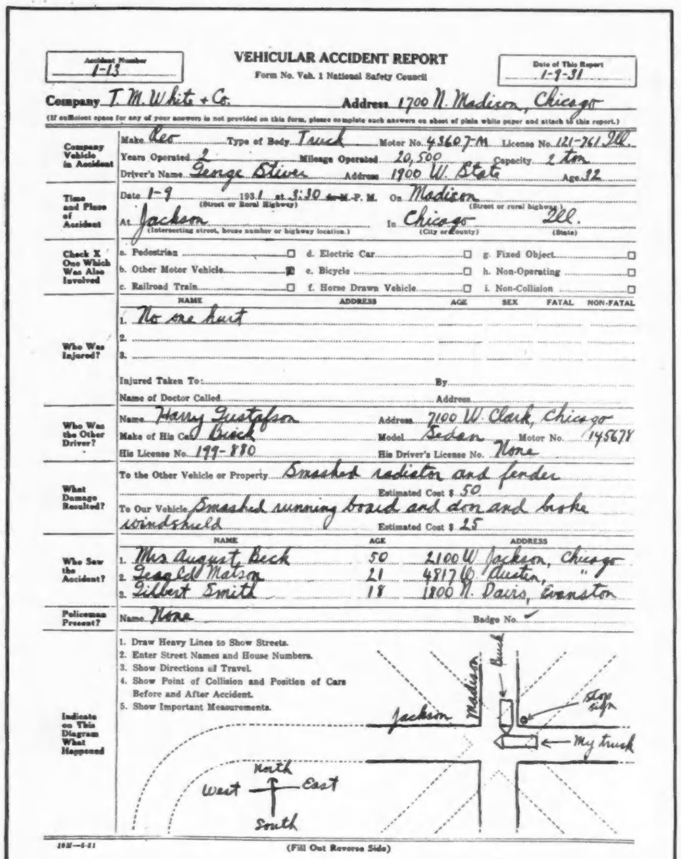
The "Vehicular Accident Report" (Figs. 1 and 2), while primarily designed for accident prevention purposes, possesses two other advantages. First, since the form incorporates standard items required by insurance companies, many leading carriers are willing to accept reports on this form in lieu of their regular forms. Secondly, inasmuch as the information furnished is approxi-

ACCIDENT STATISTICS TELL:

What type of accident occurs most frequently.
Where most accidents happen.
What actions of drivers are involved in most accidents.
What conditions of road, weather or light figure most prominently in accidents.
What personal injuries or property damage result from accidents.
What should be done to eliminate causes.
What success has been achieved in reducing outstanding causes.
Which employees are accident-prone.

ACCIDENT STATISTICS AID:

In developing strong, promotional material, packed with solid facts.
In directing attention where it should be concentrated.
In keeping up interest by announcing steps of progress.
In making accurate accident cost comparisons, periodically.
In measuring effectiveness of program with other similar organizations.
In conducting contests and bonus plans.



Accident Number 1-13

VEHICULAR ACCIDENT REPORT

Form No. Veh. 1 National Safety Council

Date of This Report 1-9-31

Company T. M. White + Co. Address 1700 N. Madison, Chicago

(If sufficient space for any of your answers is not provided on this form, please complete such answers on sheet of plain white paper and attach to this report.)

Company Vehicle in Accident — Make Reo Type of Body Truck Motor No. 43607-M License No. 121-761 Ill. Years Operated 2 Mileage Operated 20,500 Capacity 2 ton Driver's Name George Stiver Address 1900 W. State Age 32

Time and Place of Accident — Date 1-9 1931 at 3:30 P. M. On Madison (Street or rural highway) At Jackson (Intersecting street, house number or highway location.) In Chicago (City or County) Ill. (State)

Check X One Which Was Also Involved — a. Pedestrian ☐ d. Electric Car ☐ g. Fixed Object ☐ b. Other Motor Vehicle ☒ e. Bicycle ☐ h. Non-Operating ☐ c. Railroad Train ☐ f. Horse Drawn Vehicle ☐ i. Non-Collision ☐

Who Was Injured? — NAME ADDRESS AGE SEX FATAL NON-FATAL
1. No one hurt
2.
3.

Injured Taken To: By
Name of Doctor Called Address

Who Was the Other Driver? — Name Harry Gustafson Address 7100 W. Clark, Chicago Make of His Car Buick Model Sedan Motor No. 145678 His License No. 199-880 His Driver's License No. None

What Damage Resulted? — To the Other Vehicle or Property Smashed radiator and fender Estimated Cost $ 50 To Our Vehicle Smashed running board and door and broke windshield Estimated Cost $ 25

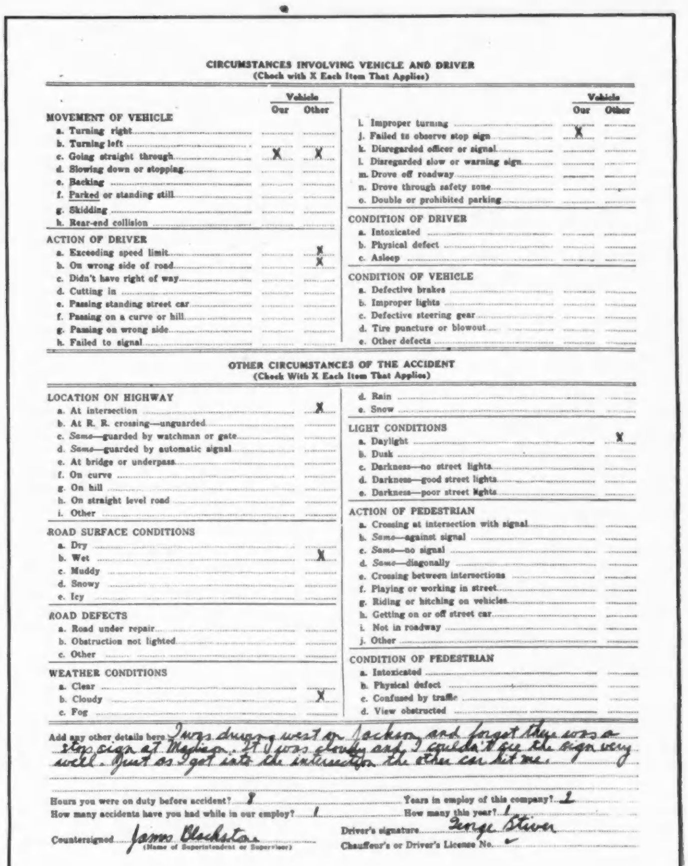
Who Saw the Accident?

NAME	AGE	ADDRESS
1. Mrs August Beck	50	2100 W. Jackson, Chicago
2. Gerald Matson	21	4817 W. Austin, "
3. Gilbert Smith	18	1800 N. Davis, Evanston

Policeman Present? — Name None Badge No. ✓

Indicate on This Diagram What Happened
1. Draw Heavy Lines to Show Streets.
2. Enter Street Names and House Numbers.
3. Show Directions of Travel.
4. Show Point of Collision and Position of Cars Before and After Accident.
5. Show Important Measurements.

10M—6-31 (Fill Out Reverse Side)



CIRCUMSTANCES INVOLVING VEHICLE AND DRIVER
(Check with X Each Item That Applies)

	Vehicle Our	Vehicle Other
MOVEMENT OF VEHICLE		
a. Turning right		
b. Turning left		
c. Going straight through	X	X
d. Slowing down or stopping		
e. Backing		
f. Parked or standing still		
g. Skidding		
h. Rear-end collision		
ACTION OF DRIVER		
a. Exceeding speed limit		X
b. On wrong side of road		X
c. Didn't have right of way		
d. Cutting in		
e. Passing standing street car		
f. Passing on a curve or hill		
g. Passing on wrong side		
h. Failed to signal		
i. Improper turning		
j. Failed to observe stop sign	X	
k. Disregarded officer or signal		
l. Disregarded slow or warning sign		
m. Drove off roadway		
n. Drove through safety zone		
o. Double or prohibited parking		
CONDITION OF DRIVER		
a. Intoxicated		
b. Physical defect		
c. Asleep		
CONDITION OF VEHICLE		
a. Defective brakes		
b. Improper lights		
c. Defective steering gear		
d. Tire puncture or blowout		
e. Other defects		

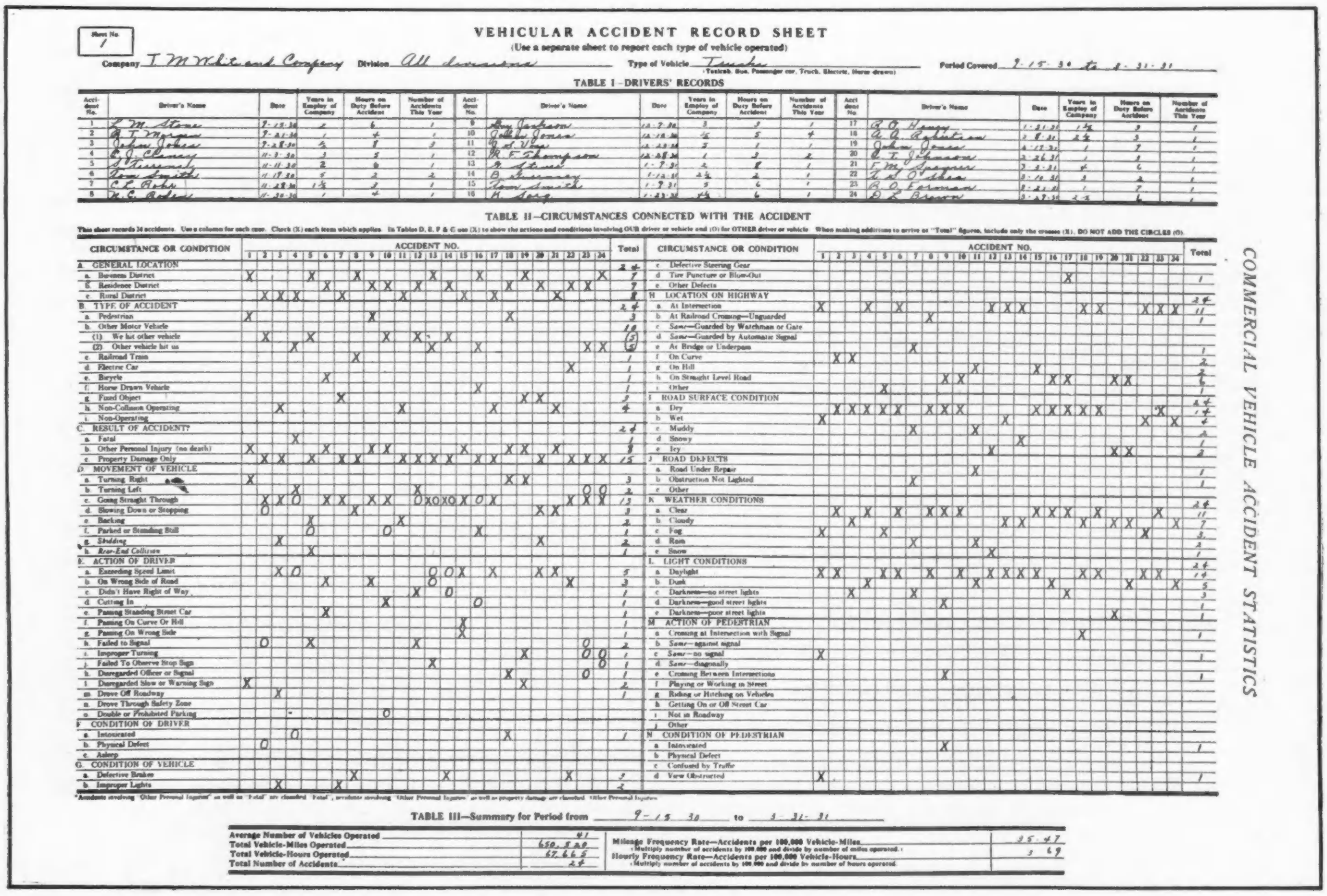
OTHER CIRCUMSTANCES OF THE ACCIDENT
(Check With X Each Item That Applies)

LOCATION ON HIGHWAY	
a. At intersection	X
b. At R. R. crossing—unguarded	
c. *Same*—guarded by watchman or gate	
d. *Same*—guarded by automatic signal	
e. At bridge or underpass	
f. On curve	
g. On hill	
h. On straight level road	
i. Other	
ROAD SURFACE CONDITIONS	
a. Dry	
b. Wet	X
c. Muddy	
d. Snowy	
e. Icy	
ROAD DEFECTS	
a. Road under repair	
b. Obstruction not lighted	
c. Other	
WEATHER CONDITIONS	
a. Clear	
b. Cloudy	X
c. Fog	
d. Rain	
e. Snow	
LIGHT CONDITIONS	
a. Daylight	X
b. Dusk	
c. Darkness—no street lights	
d. Darkness—good street lights	
e. Darkness—poor street lights	
ACTION OF PEDESTRIAN	
a. Crossing at intersection with signal	
b. *Same*—against signal	
c. *Same*—no signal	
d. *Same*—diagonally	
e. Crossing between intersections	
f. Playing or working in street	
g. Riding or hitching on vehicles	
h. Getting on or off street car	
i. Not in roadway	
j. Other	
CONDITION OF PEDESTRIAN	
a. Intoxicated	
b. Physical defect	
c. Confused by traffic	
d. View obstructed	

Add any other details here. I was driving west on Jackson and forgot there was a stop sign at Madison. It was cloudy and I couldn't see the sign very well. Just as I got into the intersection the other car hit me.

Hours you were on duty before accident? 8 Years in employ of this company? 2
How many accidents have you had while in our employ? 1 How many this year? 1
Countersigned James Blackstone (Name of Superintendent or Supervisor) Driver's signature George Stiver
Chauffeur's or Driver's License No. ✓

Fig. 1—The driver fills out this form. On the reverse side, at right, the complete story of the accident is told by check marks



Sheet No. 1

VEHICULAR ACCIDENT RECORD SHEET
(Use a separate sheet to report each type of vehicle operated)

Company T M White and Company Division All divisions Type of Vehicle Trucks (Taxicab, Bus, Passenger car, Truck, Electric, Horse drawn) Period Covered 9-15-30 to 3-31-31

TABLE I—DRIVERS' RECORDS

Accident No.	Driver's Name	Date	Years in Employ of Company	Hours on Duty Before Accident	Number of Accidents This Year
1	L. M. Stone	9-15-30	2	6	1
2	R. T. Morgan	9-21-30	1	4	1
3	John Johns	9-28-30	½	8	3
4	C. J. Clancy	11-3-30	3	5	1
5	S. Tierney	11-11-30	2	6	1
6	Tom Smith	11-19-30	5	2	2
7	C. L. Rohr	11-28-30	1½	3	1
8	N. C. Rodes	11-30-30	1	4	1
9	Guy Jackson	12-7-30	3	3	1
10	John Jones	12-18-30	½	5	4
11	R. S. Vose	12-23-30	5	1	1
12	M. F. Thompson	12-28-30	1	3	2
13	G. Stiver	1-9-31	2	8	1
14	B. Guernsey	1-12-31	2½	2	1
15	Tom Smith	1-9-31	5	6	1
16	H. Sorg	1-23-31	4½	6	1
17	R. O. Henry	1-31-31	1½	3	1
18	A. A. Robertson	2-8-31	2½	3	1
19	John Jones	2-17-31	1	7	1
20	C. T. Johnson	2-26-31	1	3	1
21	F. M. Spooner	3-3-31	4	6	1
22	T. S. O'Shea	3-10-31	3	2	1
23	B. O. Forman	3-21-31	1	7	1
24	D. L. Brown	3-29-31	2½	6	1

TABLE II—CIRCUMSTANCES CONNECTED WITH THE ACCIDENT

This sheet records 24 accidents. Use a column for each case. Check (X) each item which applies. In Tables D, E, F & G use (X) to show the actions and conditions involving OUR driver or vehicle and (O) for OTHER driver or vehicle. When making additions to arrive at "Total" figures, include only the crosses (X). DO NOT ADD THE CIRCLES (O).

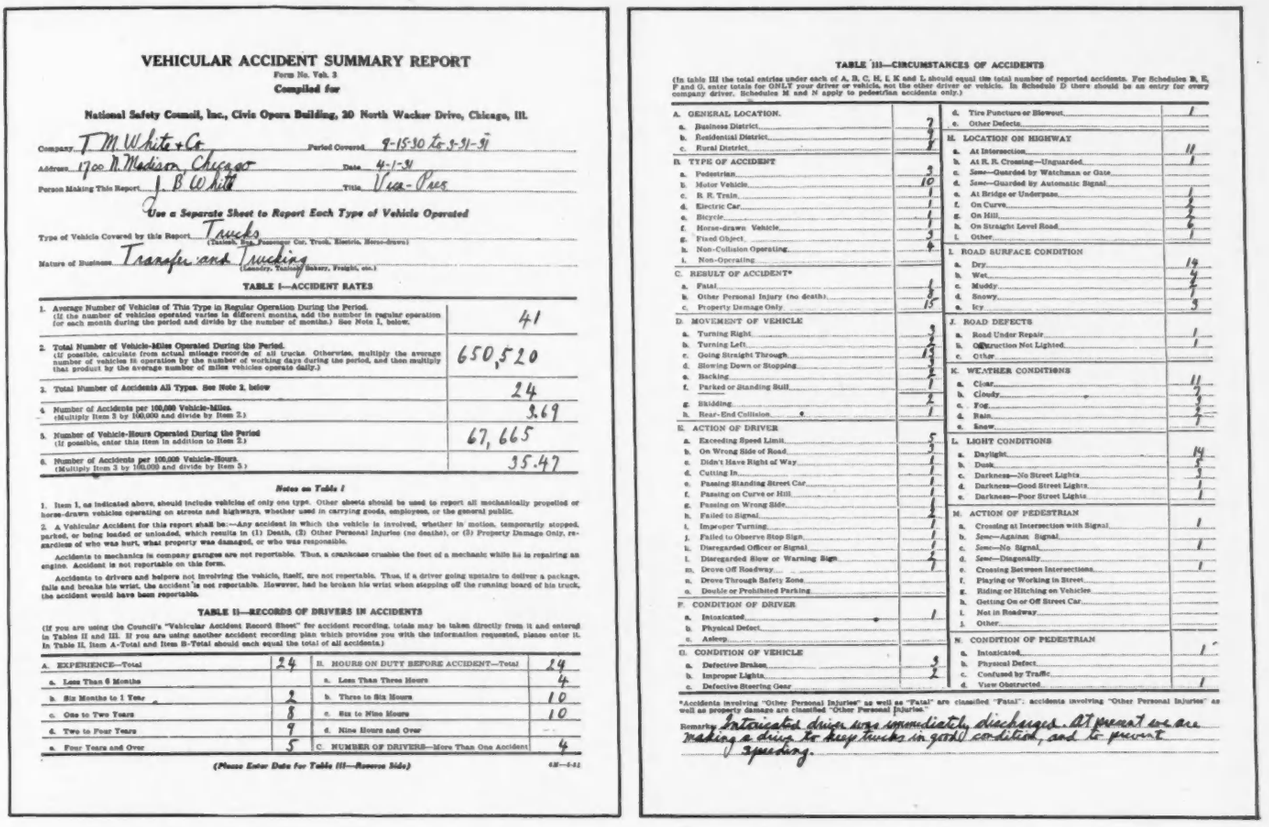
Circumstance or Condition	Total
A. GENERAL LOCATION	24
a. Business District	7
b. Residence District	9
c. Rural District	8
B. TYPE OF ACCIDENT	24
a. Pedestrian	3
b. Other Motor Vehicle	10
(1) We hit other vehicle	(5)
(2) Other vehicle hit us	(5)
c. Railroad Train	1
d. Electric Car	1
e. Bicycle	1
f. Horse Drawn Vehicle	1
g. Fixed Object	3
h. Non-Collision Operating	4
i. Non-Operating	
C. RESULT OF ACCIDENT*	24
a. Fatal	1
b. Other Personal Injury (no death)	8
c. Property Damage Only	15
D. MOVEMENT OF VEHICLE	
a. Turning Right	3
b. Turning Left	2
c. Going Straight Through	13
d. Slowing Down or Stopping	3
e. Backing	2
f. Parked or Standing Still	1
g. Skidding	2
h. Rear-End Collision	1
E. ACTION OF DRIVER	
a. Exceeding Speed Limit	5
b. On Wrong Side of Road	3
c. Didn't Have Right of Way	1
d. Cutting In	1
e. Passing Standing Street Car	1
f. Passing On Curve Or Hill	1
g. Passing On Wrong Side	1
h. Failed to Signal	2
i. Improper Turning	1
j. Failed To Observe Stop Sign	1
k. Disregarded Officer or Signal	1
l. Disregarded Slow or Warning Sign	2
m. Drove Off Roadway	1
n. Drove Through Safety Zone	
o. Double or Prohibited Parking	
F. CONDITION OF DRIVER	
a. Intoxicated	1
b. Physical Defect	
c. Asleep	
G. CONDITION OF VEHICLE	
a. Defective Brakes	3
b. Improper Lights	2
c. Defective Steering Gear	
d. Tire Puncture or Blow-Out	1
e. Other Defects	
H. LOCATION ON HIGHWAY	24
a. At Intersection	11
b. At Railroad Crossing—Unguarded	1
c. *Same*—Guarded by Watchman or Gate	
d. *Same*—Guarded by Automatic Signal	
e. At Bridge or Underpass	1
f. On Curve	2
g. On Hill	2
h. On Straight Level Road	6
i. Other	1
I. ROAD SURFACE CONDITION	24
a. Dry	14
b. Wet	4
c. Muddy	2
d. Snowy	1
e. Icy	3
J. ROAD DEFECTS	
a. Road Under Repair	1
b. Obstruction Not Lighted	1
c. Other	
K. WEATHER CONDITIONS	24
a. Clear	11
b. Cloudy	7
c. Fog	3
d. Rain	2
e. Snow	1
L. LIGHT CONDITIONS	24
a. Daylight	14
b. Dusk	5
c. Darkness—no street lights	3
d. Darkness—good street lights	1
e. Darkness—poor street lights	1
M. ACTION OF PEDESTRIAN	
a. Crossing at Intersection with Signal	1
b. *Same*—against signal	
c. *Same*—no signal	1
d. *Same*—diagonally	
e. Crossing Between Intersections	1
f. Playing or Working in Street	
g. Riding or Hitching on Vehicles	
h. Getting On or Off Street Car	
i. Not in Roadway	
j. Other	
N. CONDITION OF PEDESTRIAN	
a. Intoxicated	1
b. Physical Defect	
c. Confused by Traffic	
d. View Obstructed	1

*Accidents involving "Other Personal Injuries" as well as "Fatal" are classified "Fatal"; accidents involving "Other Personal Injuries" as well as property damage are classified "Other Personal Injuries."

TABLE III—Summary for Period from 9-15-30 **to** 3-31-31

Average Number of Vehicles Operated	41
Total Vehicle-Miles Operated	650,520
Total Vehicle-Hours Operated	67,665
Total Number of Accidents	24
Mileage Frequency Rate—Accidents per 100,000 Vehicle-Miles (Multiply number of accidents by 100,000 and divide by number of miles operated.)	35.47
Hourly Frequency Rate—Accidents per 100,000 Vehicle-Hours (Multiply number of accidents by 100,000 and divide by number of hours operated.)	3.69

Fig. 2—The Record Sheet onto which accident details are transferred from the original reports made by the drivers. It shows what individual drivers are doing to cause accidents



VEHICULAR ACCIDENT SUMMARY REPORT

Form No. Veh. 3

Compiled for

National Safety Council, Inc., Civic Opera Building, 20 North Wacker Drive, Chicago, Ill.

Company T. M. White + Co. Period Covered 9-15-30 to 3-31-31

Address 1700 N. Madison Chicago Date 4-1-31

Person Making This Report J. B. White Title Vice-Pres

Use a Separate Sheet to Report Each Type of Vehicle Operated

Type of Vehicle Covered by this Report Trucks (Taxicab, Bus, Passenger Car, Truck, Electric, Horse-drawn)

Nature of Business Transfer and Trucking (Laundry, Bakery, Freight, etc.)

TABLE I—ACCIDENT RATES

1. Average Number of Vehicles of This Type in Regular Operation During the Period. (If the number of vehicles operated varies in different months, add the number in regular operation for each month during the period and divide by the number of months.) See Note 1, below.	41
2. Total Number of Vehicle-Miles Operated During the Period. (If possible, calculate from actual mileage records of all trucks. Otherwise, multiply the average number of vehicles in operation by the number of working days during the period, and then multiply that product by the average number of miles vehicles operate daily.)	650,520
3. Total Number of Accidents All Types. See Note 2, below	24
4. Number of Accidents per 100,000 Vehicle-Miles. (Multiply Item 3 by 100,000 and divide by Item 2.)	3.69
5. Number of Vehicle-Hours Operated During the Period (If possible, enter this item in addition to Item 2.)	67,665
6. Number of Accidents per 100,000 Vehicle-Hours. (Multiply Item 3 by 100,000 and divide by Item 5.)	35.47

Notes on Table I

1. Item 1, as indicated above, should include vehicles of only one type. Other sheets should be used to report all mechanically propelled or horse-drawn vehicles operating on streets and highways, whether used in carrying goods, employees, or the general public.

2. A Vehicular Accident for this report shall be:—Any accident in which the vehicle is involved, whether in motion, temporarily stopped, parked, or being loaded or unloaded, which results in (1) Death, (2) Other Personal Injuries (no deaths), or (3) Property Damage Only, regardless of who was hurt, what property was damaged, or who was responsible.

Accidents to mechanics in company garages are not reportable. Thus, a crankcase crushes the foot of a mechanic while he is repairing an engine. Accident is not reportable on this form.

Accidents to drivers and helpers not involving the vehicle, itself, are not reportable. Thus, if a driver going upstairs to deliver a package, falls and breaks his wrist, the accident is not reportable. However, had he broken his wrist when stepping off the running board of his truck, the accident would have been reportable.

TABLE II—RECORDS OF DRIVERS IN ACCIDENTS

(If you are using the Council's "Vehicular Accident Record Sheet" for accident recording, totals may be taken directly from it and entered in Tables II and III. If you are using another accident recording plan which provides you with the information requested, please enter it. In Table II, Item A-Total and Item B-Total should each equal the total of all accidents.)

A. EXPERIENCE—Total	24	B. HOURS ON DUTY BEFORE ACCIDENT—Total	24
a. Less Than 6 Months		a. Less Than Three Hours	4
b. Six Months to 1 Year	2	b. Three to Six Hours	10
c. One to Two Years	8	c. Six to Nine Hours	10
d. Two to Four Years	9	d. Nine Hours and Over	
e. Four Years and Over	5	C. NUMBER OF DRIVERS—More Than One Accident	4

(Please Enter Data for Table III—Reverse Side) 6R—6-31

TABLE III—CIRCUMSTANCES OF ACCIDENTS

(In table III the total entries under each of A, B, C, H, I, K and L should equal the total number of reported accidents. For Schedules B, E, F and G, enter totals for ONLY your driver or vehicle, not the other driver or vehicle. In Schedule D there should be an entry for every company driver. Schedules M and N apply to pedestrian accidents only.)

A. GENERAL LOCATION.		G. Tire Puncture or Blowout	1
a. Business District	7	e. Other Defects	
b. Residential District	9	H. LOCATION ON HIGHWAY	
c. Rural District	8	a. At Intersection	11
B. TYPE OF ACCIDENT		b. At R. R. Crossing—Unguarded	1
a. Pedestrian	3	c. Same—Guarded by Watchman or Gate	
b. Motor Vehicle	10	d. Same—Guarded by Automatic Signal	
c. R. R. Train	1	e. At Bridge or Underpass	1
d. Electric Car	1	f. On Curve	2
e. Bicycle	1	g. On Hill	2
f. Horse-drawn Vehicle	1	h. On Straight Level Road	7
g. Fixed Object	3	i. Other	1
h. Non-Collision Operating	6	I. ROAD SURFACE CONDITION	
i. Non-Operating		a. Dry	14
C. RESULT OF ACCIDENT*		b. Wet	4
a. Fatal	1	c. Muddy	1
b. Other Personal Injury (no death)	8	d. Snowy	
c. Property Damage Only	15	e. Icy	5
D. MOVEMENT OF VEHICLE		J. ROAD DEFECTS	
a. Turning Right	3	a. Road Under Repair	1
b. Turning Left	3	b. Obstruction Not Lighted	1
c. Going Straight Through	13	c. Other	
d. Slowing Down or Stopping	1	K. WEATHER CONDITIONS	
e. Backing	2	a. Clear	11
f. Parked or Standing Still	1	b. Cloudy	3
g. Skidding	2	c. Fog	2
h. Rear-End Collision	1	d. Rain	7
E. ACTION OF DRIVER		e. Snow	1
a. Exceeding Speed Limit	5	L. LIGHT CONDITIONS	
b. On Wrong Side of Road	3	a. Daylight	14
c. Didn't Have Right of Way	1	b. Dusk	3
d. Cutting In	1	c. Darkness—No Street Lights	3
e. Passing Standing Street Car	1	d. Darkness—Good Street Lights	1
f. Passing on Curve or Hill	1	e. Darkness—Poor Street Lights	1
g. Passing on Wrong Side	1	M. ACTION OF PEDESTRIAN	
h. Failed to Signal	2	a. Crossing at Intersection with Signal	1
i. Improper Turning	1	b. Same—Against Signal	
j. Failed to Observe Stop Sign	1	c. Same—No Signal	1
k. Disregarded Officer or Signal	1	d. Same—Diagonally	
l. Disregarded Slow or Warning Sign	2	e. Crossing Between Intersections	1
m. Drove Off Roadway	1	f. Playing or Working in Street	
n. Drove Through Safety Zone		g. Riding or Hitching on Vehicles	
o. Double or Prohibited Parking		h. Getting On or Off Street Car	
F. CONDITION OF DRIVER		i. Not in Roadway	
a. Intoxicated	1	j. Other	
b. Physical Defect		N. CONDITION OF PEDESTRIAN	
c. Asleep		a. Intoxicated	1
G. CONDITION OF VEHICLE		b. Physical Defect	
a. Defective Brakes	3	c. Confused by Traffic	
b. Improper Lights	2	d. View Obstructed	1
c. Defective Steering Gear			

*Accidents involving "Other Personal Injuries" as well as "Fatal" are classified "Fatal"; accidents involving "Other Personal Injuries" as well as property damages are classified "Other Personal Injuries."

Remarks: Intoxicated driver was immediately discharged. At present we are making a drive to keep trucks in good condition, and to prevent speeding.

Fig. 3—Accidents summarized regularly on this form make accident prevention simpler. The information is taken directly from the Accident Record Sheet

mately the same as required by state motor vehicle bureaus, employers using this accident report will experience little difficulty in making out compulsory state reports.

Both sides of this 8½ x 11 in. sheet are used and together give a complete story of an accident. The front contains important details of legal significance such as names of the persons injured, names of witnesses, license numbers, a diagram showing position of vehicles at the collision point and other data required by insurance companies to fix responsibility. The illustration of the front side of the form (Fig. 1) is self-explanatory, except possibly the section, "Check One Which Was Also Involved." A "non-collision operating" accident refers to one in which only the vehicle is involved, such as running off the road without colliding with another vehicle or fixed object. A "non-operating" accident may be illustrated by a box falling from truck while being loaded, injuring some person. The reverse side of the form contains an outline of circumstances involving vehicle and driver. Such important details as direction of travel of each vehicle, action of each driver, weather conditions, etc., is reported by check marks. The items under "Action of Driver" are very important because they represent violations of good driving practice and must be obtained despite the difficulty of getting the driver to admit his responsibility.

In connection with the getting of information for these reports drivers should be instructed to be courteous to the other party, to keep his temper and above all keep a clear head. Subsequent trouble will also be avoided if the driver refrains from taking blame or accusing another of negligence.

When an accident report has been made and carefully checked it should be filed for subsequent compiling. Such summaries may be made every one, two or three months, depending largely on size of the organization. Reports may be filed by divisions, or garages, if the company operates more than one; by type of vehicle, if more than one type is operated; or in any way which appears best in the judgment of the official in charge of safety. The sheet on which the individual accident reports are summarized is the Vehicular Accident Sheet (Fig. 2). The items on this 17 x 22 in. sheet are listed in order corresponding to those on the report sheet to simplify tabulation. One column on the record sheet is used for each accident and one record sheet will ordinarly take care of a fleet of 25 to 40 vehicles for a period of three months.

A separate sheet should be used to record the accident experience of each type of fleet operated because conditions connected with accidents vary in importance with different types of vehicles. Vehicles should be classified as follows: trucks, electric trucks, passenger cars, buses, taxicabs, and horse-drawn vehicles.

Procedure of entry is self-evident as an examination of both forms reveal. The only instance where information is not taken from the driver's report is in the case of the accident number, which, as a matter of fact, is taken from the record sheet and placed in the upper left corner of the front side of the driver report sheet. Thus the number 1-13 in Fig. 1 means that it was accident No. 13 on Record Sheet No. 1 (Fig. 1). The same number is used on another 2¼ x 4¾ in. card, the Drivers' Accident Record Card, which is an auxiliary accident record of each driver. This card is particularly valuable for checking up accidents of individual drivers to determine disciplinary measures, proneness to accidents and when a bonus system for no-accident records or safety contests are used.

The Vehicular Accident Summary Report (Fig. 3) is the third form of the series and is used to summarize

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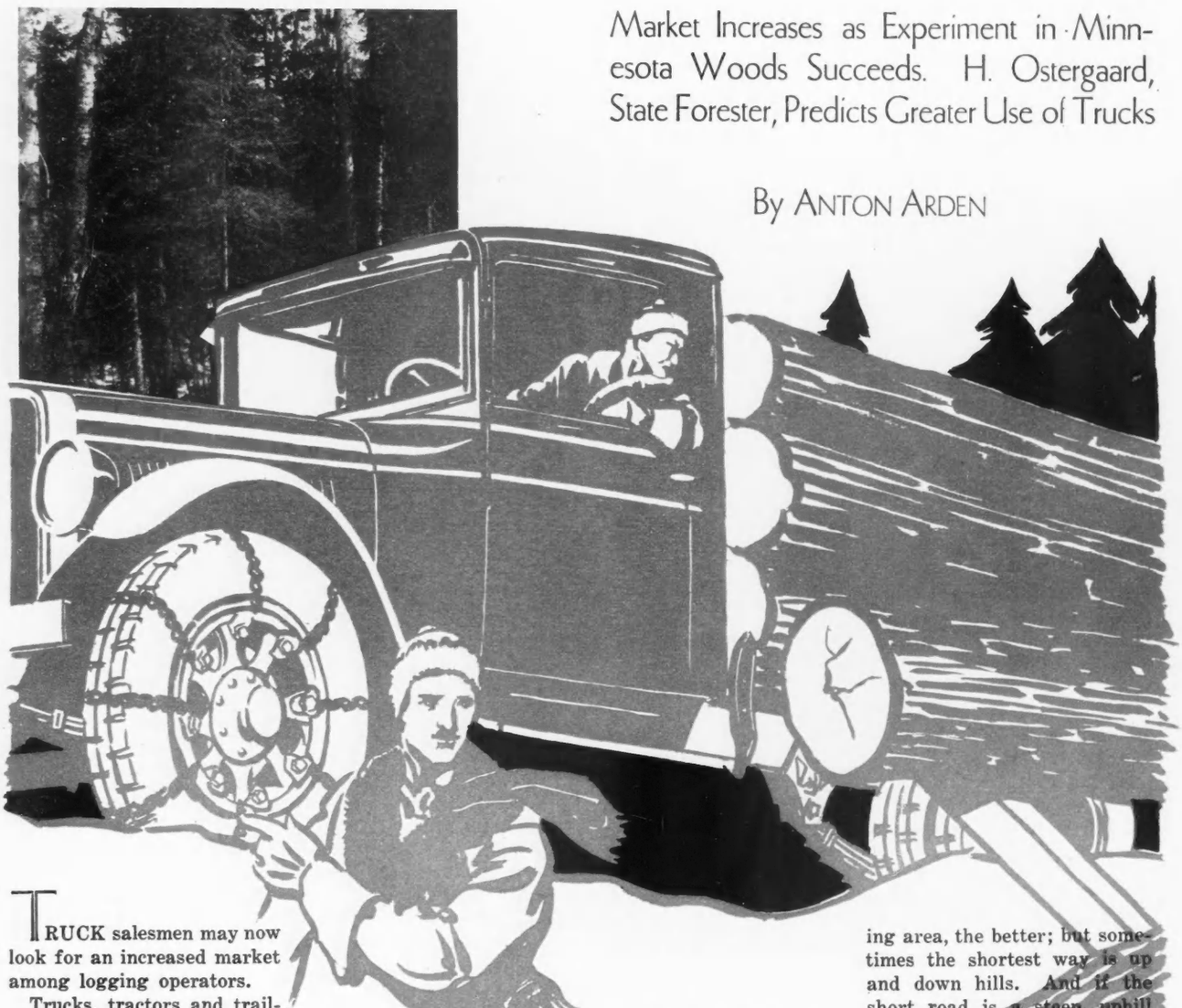
LOGGERS HOT FOR TRUCKS FOR WORK ON ICE ROADS

Market Increases as Experiment in Minnesota Woods Succeeds. H. Ostergaard, State Forester, Predicts Greater Use of Trucks

By ANTON ARDEN



TRUCK salesmen may now look for an increased market among logging operators.

Trucks, tractors and trailers have long been used in the woods for hauling logs and pulpwood from the area in which the timber is cut to the nearest railroad. Such hauling has been done in most cases on graded dirt or gravel roads constructed and used for other purposes besides logging.

But an experiment in which trucks were used to haul logs over ice-surfaced logging roads—roads that were built for logging purposes only—demonstrated that the truck can be used successfully in a particular job that hitherto has been left to the horse-drawn or caterpillar tractor-drawn sleigh.

The experiment took place in Cook County, Minnesota, in the winter of 1930-31. And the reason for its success lies in the fact that a truck and trailer load of logs can move up and down steep grades while a horse-drawn sleigh-load of logs cannot—or only with perilous, expensive difficulty. Here is the story of the experiment, a North Woods logging operator's problem, and how he solved it.

Having cut his logs, the operator must haul them from the cutting area to the nearest accessible point (the landing) on the railway on which the logs will travel to the mill. Obviously, the shorter the haul from the cutting area to the landing area, the better; but sometimes the shortest way is up and down hills. And if the short road is a steep, uphill grade, then horse teams cannot pull sleigh-loads up it. On the other hand, if the road is a steep, downhill grade, horse teams have equal difficulty in keeping loaded sleighs from sliding down too fast.

Hay, placed in the ruts, has been used for braking, but is unsatisfactory as it sometimes rolls under the runners and the sleighs slip out of control. Moreover, the hay must be shaken free of ice and replaced in the ruts after every passage.

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FROM CRANKCASE TO OIL RECLAIMER AND BACK AGAIN

Used Oil is Drained, Reclaimed and Refilled Automatically Without Waste, Loss of Time or Great Deal of Labor and Attention

By A. GUSTAFSON

Superintendent of Transportation, Milk Producers Association, Central California, Modesta, Calif.

Changing oil in crankcases can prove troublesome in large fleet operations unless brought under proper control. If left to chance, oil, new and old, is wasted, time is lost and trucks are delayed.

When management gives thought to the problem, an installation like the one here outlined results. Everything is automatic. The only labor involved is that of removing and replacing of crankcase drain plugs and refilling from a nozzle. There is no shoulder squirming under trucks and oil has no more chance to escape than a handcuffed prisoner.

A CAREFUL study and check, extending over a period of months, and supported by a complete system of charts and records, demonstrated that we could use an oil of 80-86 viscosity at 210 deg. F., winter and summer, and use the same oil in all of our equipment, from the lightest delivery truck to the heaviest trailer job.

After we had established the fleet, we were then confronted with the problem of reclaiming lubricating requirements of the oil. We experimented over a period of years with this problem and were able to produce an oil that was satisfactory, but it was found that it required a great deal of labor and attention, which rendered it impractical. As time went on and our fleet of trucks increased, our problem of crankcase draining increased with it. After some study and thought, we designed our present plan, incorporating a draining pit, and a complete system for draining, settling, reclaiming oil and refilling crankcases.

Procedure for draining and refilling is as follows:

The truck is run over the pit and the drain plug removed allowing the oil to drain into the swivel funnel and enter tank A (refer to drawing on next page). When the crankcase is to be filled, the operator opens the nozzle K which discharges oil through the meter J which registers in quarts. The man in charge knows the capacity of the crankcase to be filled and he shuts off the nozzle when the flow meter indicates the correct amount of oil is in the crankcase.

FROM CRANKCASE TO OIL RECLAIMER AND BACK AGAIN

Oil from the drain tank A is forced out by air pressure through the master strainer B. This strainer is a piece of tubing 6 ft. long by 6 in. diameter with an inner strainer formed of five tubes filled with ½ in. holes and covered with loose burlap. After leaving the strainer B the oil passes through a flow meter and is discharged, alternately, into settling tanks B or C. Each tank has a capacity of 500 gal. and is heated by exhaust steam available from our plant. The tanks are provided with conical bottoms and drain valves. Oil passes off at a point well above the bottom of the tank, thus providing a sump for settling.

Oil flows by gravity from these settling tanks, through another strainer, which is pre-heated and then flows into a Senior Model Skinner Reclaimer F. The reclaimed oil flows by gravity into the renewed oil tank G. Placed on top of this tank G is a small, electrically-driven discharge pump. The motor on the pump is operated by the nozzle K.

Directly over the receiving tank G is a container for new oil. No attempt is made to control the amount of new and used oil, and new oil is filled into tank G as required.

The use of pre-heated settling tanks, of large capacity, insures the precipitation of practically all the heavy suspended materials, and this, coupled with the arrangement of strainers, cleans the oil before it reaches the reclaimer. The filter pads in the reclaimer finish the work, and the electrically heated chamber of the reclaimer removes the light ends so that reclaimed oil is equal to new oil as far as body or viscosity is concerned when it reaches the tank G. This layout makes possible the reconditioning of used oil at a minimum cost per gallon.

Practically all the material used in this system, with the exception of the reclaimer itself, can be bought secondhand and it makes no particular difference if the capacity of the storage and receiving tank varies from amounts given.

If exhaust steam is not available for heating the drained oil in the settling drums, small electrical heating units can be used. It is highly desirable to heat the oil in the settling tanks to about 125 deg. F., which gives a precipitation twice as much as that from oil at atmospheric temperature.

LOGGERS HOT FOR TRUCKS FOR WORK ON ICE ROADS

CONTINUED FROM PAGE 34

Because of these difficulties, longer roads are sometimes built to avoid the steep grades, or caterpillar tractors are used instead of horses. But either method is expensive.

J. C. Campbell, Jr., who took a contract to deliver all the timber on certain lands to the General Logging Co.'s railroad in Cook County, Minnesota, was confronted with this transporting problem. When he started on the contract he proceeded in the conventional manner by building sleigh roads, only to discover later that about three-fourths of a mile of the planned road was too steep for horse-drawn sleighs. His only conventional alternative was to build a longer, roundabout road. But, instead, he pioneered! He finished the steep road and completed his hauling contract with a fleet of seven trucks and trailers—and made money!

To the prospective user or seller of trucks and trailers, knowledge of the cost of operating trucks in comparison to the cost of operating tractors or horse-drawn sleighs would undoubtedly be of value. But since such figures are not at present available, and because hauling conditions vary too much with each individual job, each operation must be considered independently and as an individual problem. No one can say with certainty that trucks and trailers can be used profitably in all cases. Logging operators, however, are always eager to reduce costs, and may be counted on to give serious consideration to any promising idea, particularly if proved practical by an experienced logger.

Harold Ostergaard, Assistant Forester in Charge of Minnesota State Forests, whose work brings him into direct contact with the practical aspects of lumbering, predicts a greater use of trucks in the logging industry, saying:

"I don't hesitate to say that in many instances trucks will replace horses in hauling logs in the woods. But their greater use will depend on more experience and application of that ex-

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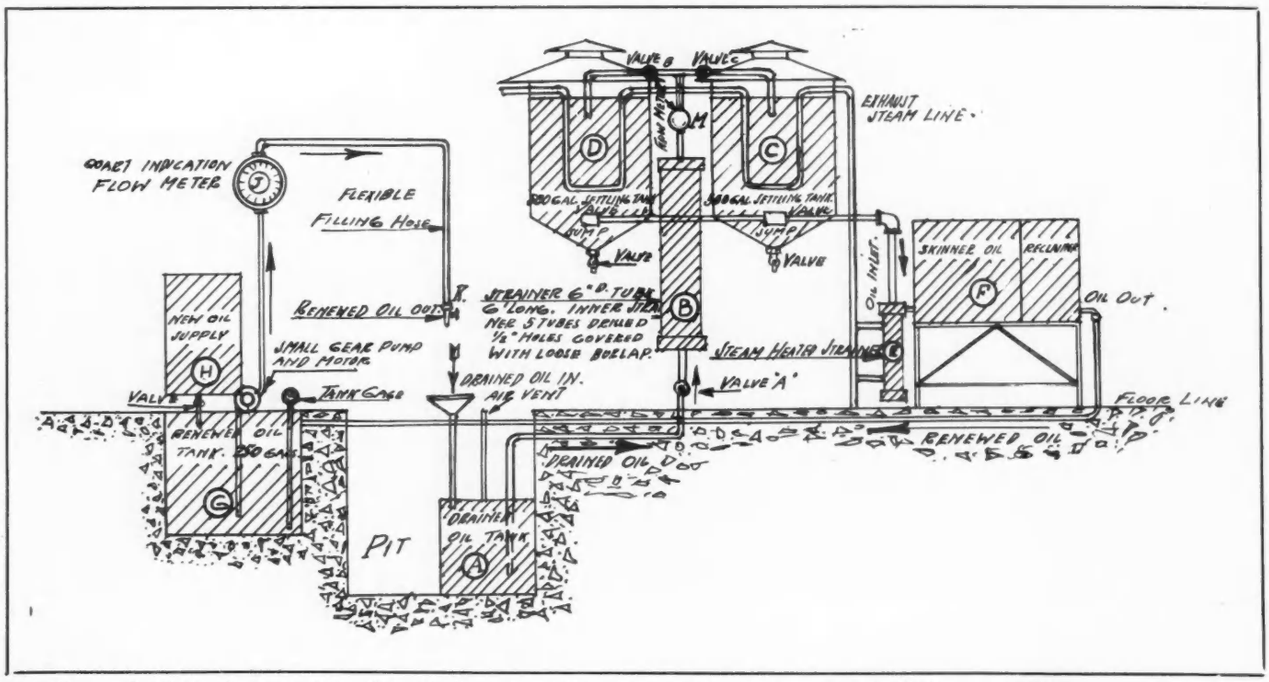


Handling of oil is eliminated in this oil-change station by an oil circuit which includes a reclaimer

For the Boys in the Back Room and the Men Who Work in Glass Cages

MAINTENANCE CHATTER

GENERAL MOTORS

Engine

TAPER reamed valve guides with upper end of bore slightly larger than the lower end are now coming through on General Motors Truck Models T-11 to T-19 inclusive and may be used for replacement on 1929 and 1930 series truck engines.

The new guides have small clearance at the bottom, so that valve just drops through guide of its own weight when fitted, which prevents accumulation of too much oil on valve stems and thereby minimizes possibility of gumming and sticking valves.

Straight valve guides now in use cannot be taper reamed to the fit required. Taper reamers and tapered expansion valve seat tool pilots are to be used for fitting, or installing, the new guides.

Stems of inlet valves have been reduced .0005 in. in diameter but either large or reduced diameter stems can be used in the new guides because guides are to be reamed individually to fit valve stems.

FORD

Muffler

Long muffler types instead of short types are now used on most AA trucks. An adapter, part No. AA-5257-B, is used with bracket, A-5256-C, on the 131½-in. wheelbase chassis with a short tail pipe. This adapter is more flexible and reduces strain on the manifold when the truck is traveling over exceptionally bad roads.

New bracket holes must be drilled in the frame cross-member and side-member when a long tail pipe is applied to an old 131½ or 157-in. wheelbase frame.

Engine

SEVERAL changes have been made in the "A" engine to reduce oil consumption. A shield has been placed about the oil pump to more uniformly distribute oil, the oil pan tray has been lowered ⅛ in. by raising the bead of the oil pan, the piston ring pressure has been reduced to about 5 lb., and the width of slots in oil control rings increased from .040 to .072 in. Oil drain holes in the piston are now ⅛ in. (.125) instead of .100.

Changes can be made in vehicles now in use but they must be made as a unit. The factory cautions against installing the oil pump shield without the new oil pan.

CHEVROLET

Pistons

BOHNALITE pistons, with Invar strut, for the four-cylinder engine, are available in 3, 5, 10, 15 and 20 thousandths oversizes for standard compression and 3, 5, 10 and 15 oversizes in high compression (5.2 to 1) design and 3 and 5 thousandths oversizes in 4.8:1 compression ratio. Standard sizes of all three ratios are, of course, also available.

Cabs

A new brace extending from dash to sill has been added to strengthen the front end of cabs. The braces are welded and riveted in place in production, but they can be installed on trucks now in use by drilling bolt holes and bolting in position.

The braces are made in rights and lefts and carry list price of 25 cents each.

WHITE

SPARK PLUGS used as factory equipment on White trucks are listed below. If plugs run too cool, causing fouling, use a plug of the same series but having a higher number than standard plug. If plugs run too hot and preignition results use a plug having a lower number than the one in use. Type P plugs have metric thread, types L and E have ⅞-18 thread.

Engine	AC Spark Plug
GK, GKA	P
GEC, GO, GN, GR	L–12
GRB, GRC, GRCB	L–10
1A, 3A	E–6
2A, 4A	E–9

Plug gaps should be set .019 to .023 for all types of plugs.

SMOOTH FLOORS

A SHOP floor of concrete too much like coarse sandpaper for comfort or long life of shoe soles stumped the shop staff. While brows were being knitted and conferences assembled a porter solved the problem.

He soaked discarded paper towels in heavy soapsuds and pushed the resulting pulp about the floor ahead of the broom while sweeping. The floor soon became smooth but not slippery.

STUDEBAKER 1½-TON
DIAMOND T 2-TON

NEW MODELS

Full-floating axle now used in 1½-ton Model S-20 Studebaker

Studebaker Puts Full Floating Rear in 1½ - Tonner

□◆ Studebaker's 1½-ton Model S-20, introduced last August a year ago, is now equipped with a full-floating rear axle instead of a three-quarter floating type, according to announcement from the S.P.A. Truck Corp. Decision to use a Timken full-floating axle, such as has always been used in the two-ton model, was made because of mechanical and service advantages. Price remains the same. The 1½-ton truck is available in either a 130-in. wheelbase chassis at $695 or in a 160-in. wheelbase at $775. The two-tonner lists at $895 for the 140-in. size and $945 for the 160-in. wheelbase model.

Diamond T Gives More Truck For Less Money

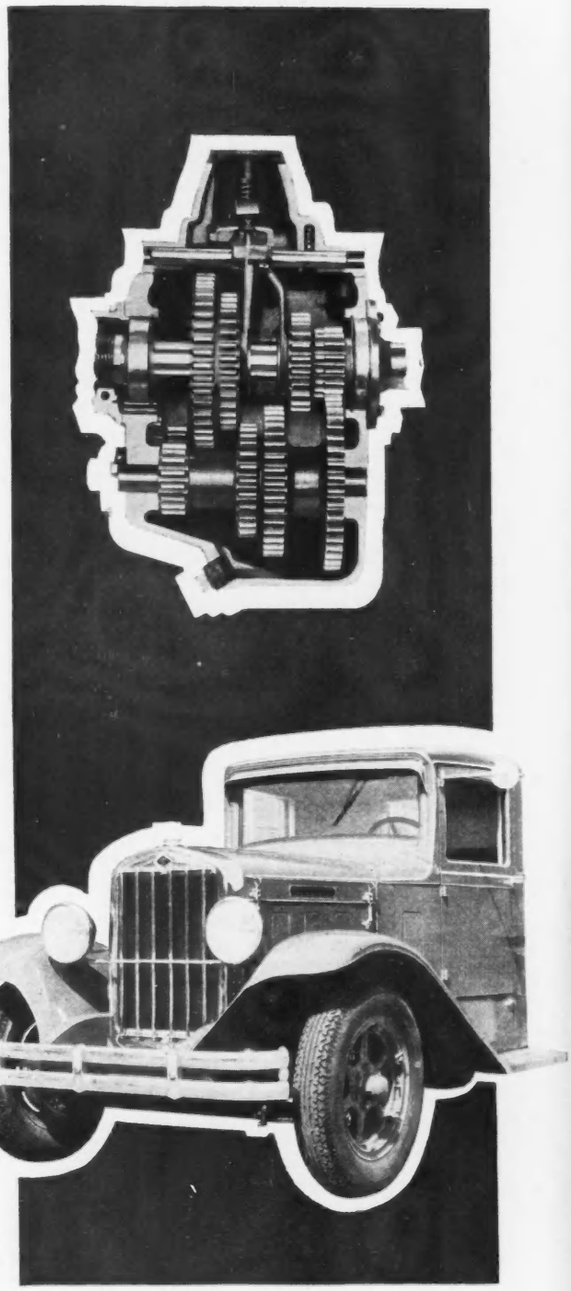
□◆ A new two-ton truck, listed at the low price of $1,095, is announced by the Diamond T Motor Car Co. as a companion model to the previously announced 1½-ton Model 216. This new unit, designated as Model 316 and replacing Model 219, not only represents a decided advance in design but gives more truck for less money, being $300 less in price than the former model, having a larger engine, stronger frame and heavier springs. It has a chassis weight of 4400 lb. and carries a gross weight rating of 11,500 lb. Three wheelbases are furnished: 155 in., standard; 167 in., special long, and 137 in. for dump bodies and tractor service.

The rubber-mounted engine is a six-cylinder 3⅝ x 4¼ in. Diamond T Hercules JXB, displacing 263 cu. in. and developing 65 hp. at 2400 r.p.m. It is mounted in unit with a Borg & Beck dry-plate clutch and four-speed Warner-Gear transmission. Spicer universal joints and two-piece propeller shafts with self-adjusting SKF ball-bearing support are employed.

Fuel is fed by a camshaft-driven fuel pump to a 1¼-in., heavy-duty, Zenith carburetor of the down-draft type, equipped with air cleaner. The radiator, heavy-duty type, has flat tube and fin core fitted in a pressed steel shell, finished in chromium plate. The core is further protected by a guard of chromium-plated bars. Starting, lighting and ignition are furnished by Auto-Lite.

Final drive is through a Clark B613, full-floating, spiral-bevel, rear axle. The pinion is straddle mounted on three bearings. Service brakes are four-wheel, Lockheed hydraulics, equipped with special molded lining having a total area of 350 sq. in. Front drums are 16 x 2¼ in., and rear, 16 x 3½. Rear drums are cast of alloy iron.

Cam and lever Ross steering is employed with



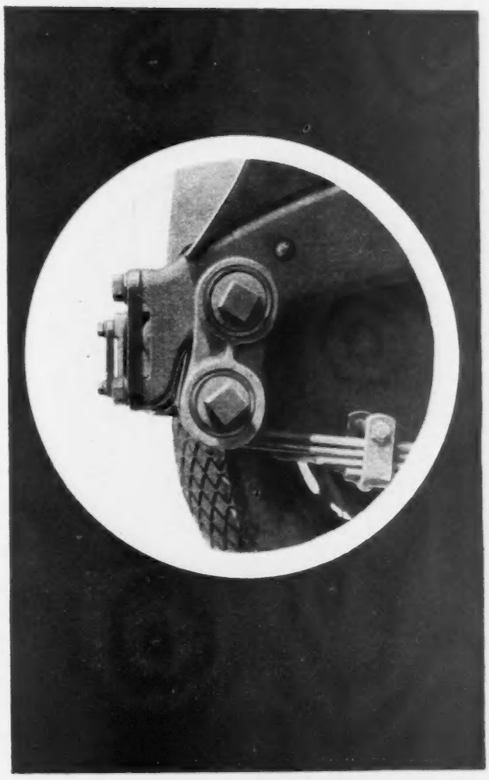
Top right: Compact four-speed transmission used in Diamond T Model 316. Right: Front view of Diamond T's new $1,095 smart-looking 2-tonner

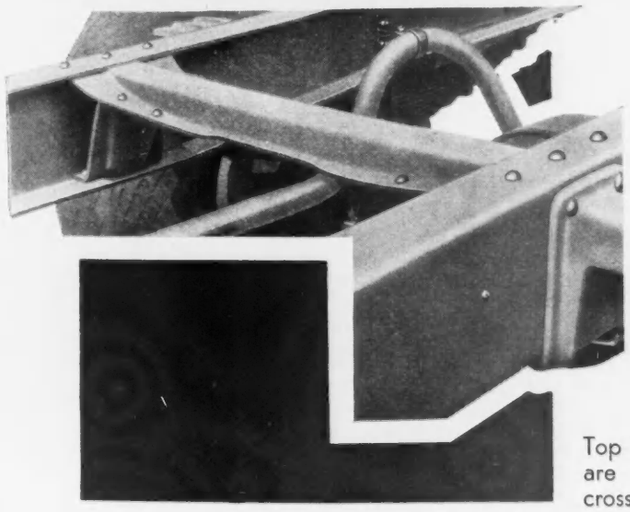
ON PARADE

HENDRICKSON UNIT CHECKER CAB TRUCK

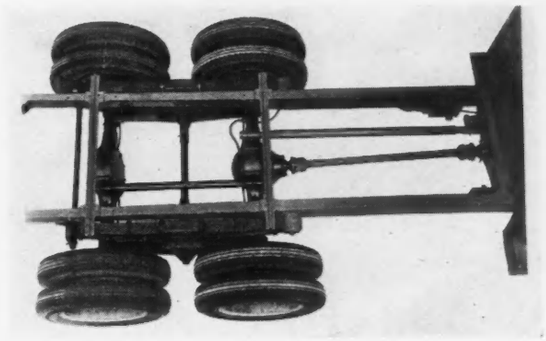
extra long front springs (42 x 2½ in.) carried in compression-type, rubber bushings and shackled in front. Rear springs are 53 x 2½ in. and have six-leaf, helper springs. The tapering pressed-steel frame includes special cross members of the alligator-jaw type. Depth is seven inches at point of greatest stress, the flange, 3 in.; stock, 7/32 in.

Hollow-spoke, metal wheels are standard equipment, and tires are 6.50/20 balloons with dual rears. Equipment includes electric lights, speedometer and heat indicator. A special, de luxe, all-weather, steel cab, especially designed for this model, is also offered.





Top left: Front springs of Diamond T's new model are fore-shackled. Left: Special alligator jaw cross-member design in Model 316 7-in. frame



Hendrickson four-wheel unit for converting 1½-tonners into six-wheelers

Seat cushions are deep; a rubber mat is provided for floor, and accelerator pedal is comfortably placed. Cowl and cab treatment has been worked out to provide harmonious, stream-like appearance.

Hendrickson Offers Four-Rear-Wheel Unit

□◆ The Hendrickson Motor Truck Co., Chicago, Ill., has developed a four-rear-wheel unit for converting 1½-ton trucks into six-wheelers. This unit makes available in the light truck field a complete unit—the other method of conversion is by attaching an extra axle to the standard axle.

Equalization, essential in a dead axle six-wheeler, is effected through a patented rocking beam, which in turn is mounted below the centers of the axles on ball and socket joints. The load is carried directly on the center of this beam by a saddle that supports the spring in the same manner as a lower spring pad. Torque between axles and between driving axle and cross-member rods maintain a parallelogram action, absorb starting and braking stresses and also hold universal joint angle and slip to a minimum.

Checker Cab Builds Convertible Truck-Car Model

□◆ Checker Cab Mfg. Corp., Kalamazoo, Mich., has introduced a convertible, all-purpose car, under the name of Checker-Utility, to sell at $1,795 f.o.b., Kalamazoo. This new unit can be used either as a light truck or as a passenger car, being readily convertible from one to the other.

As a passenger car, the Checker-Utility, with its front and auxiliary seats, can hold nine persons. With the auxiliary seat folded over, the back cushion of the rear seat folded into the top and the seat cushion of this seat folded completely over forward,

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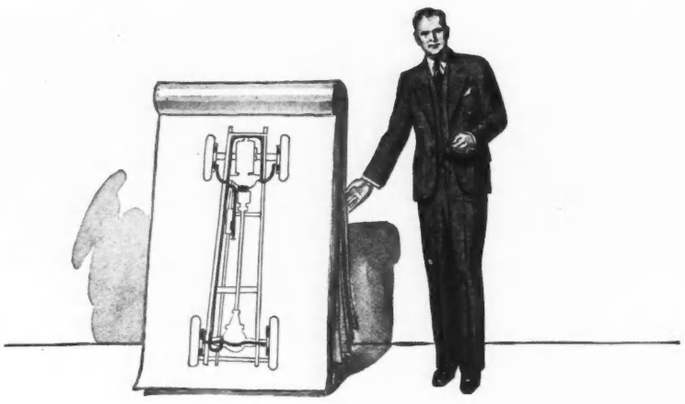

Specific brake talk

Brake talk is a fundamental step in automobile salesmanship because it centers around the very thing the customer values most . . . his own safety.

Hydraulic has gained universal public acceptance as *specific brake talk;* evidenced by the fact that more builders of cars, trucks and buses have adopted Lockheed Hydraulic Brakes *as a policy* than ever before. And no one can deny the value of public acceptance of individual equipment as a selling aid for any car.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*

Diesel Steps Out

The industry's first Diesel-engined production truck will make its appearance some time early in October. This revolutionary fact is couched in the statement of H. K. York, manager of the Marion plant of the Indiana Motor Truck Co., announcing that the decks have been cleared for immediate production. The engine, developed by C. L. Cummins and to be built in the Marion plant, will be used with a few engineering developments by the Indiana Truck Co.

De-junking Scrap

The Cleveland Guarantee Auto Scrapping Co., which has been operating on a 100 per cent scrap basis, has entered the used-parts business as result of an agreement made with the Cleveland Automobile Manufacturers & Dealers Association and a committee representing the car manufacturers. The policy was changed because it was found that refusal to sell parts did not affect the supply of used parts.

Can You Beat It?

A total operating cost of 85 cents per day, including gas, oil, grease, tires, repair parts and repair labor, is the startling economy figure achieved by the Santa Monica Dairy Co., Santa Monica, Calif. in the operation of its specially designed milk trucks, according to Herman Michel, president. Starting with three of these special milk trucks in 1929, this company now operates 26 and likes them.

Bruce Ford

Bruce Ford, vice-president, and until recently general manager of the Electric Storage Battery Co., died at his home early in August. Mr. Ford, who was nearing his fifty-ninth birthday, had been active in the Exide company since 1899, and registered more than 50 patents on inventions in the battery field during his career.

Timothy D. Beard

Timothy D. Beard, well-known figure on Chicago's automobile row and former secretary of the Chicago Automobile Trades Association, was killed late in August when his car overturned.

Roadbuilders' Convention

Perhaps concrete airways are in prospect. The 29th Annual Roadbuilders' Convention and Road Show will be held in Detroit's airport building Jan. 9 to 15, 1932.

S.A.E. To Sleuth Truck Ratings

The much discussed truck rating problem is about to receive a thoroughgoing S.A.E. study. Engineers officially have been brought together to evolve some generally acceptable method of rating trucks from the many ideas proposed since the subject came to forefront some six months ago. The probing will be done by a joint committee formed by Vice-Presidents F. K. Glynn, acting on behalf of the S.A.E. Transportation and Maintenance activity, and L. R. Buckendale, acting on behalf of the Motor Coach and Motor Truck activity.

Those who will serve on the committee are: L. Ray Buckendale, Timken-Detroit Axle Co.; B. B. Bachman, Autocar Co.; A. K. Brumbaugh, White Motor Co.; H. W. Drake, Gas & Coke Co. Portland (Ore.); F. K. Glynn, A. T. & T. Co.; A. G. Herreshoff, Dodge Bros. Corp.; M. C. Horine, International Motor Co.; Adrian Hughes, Jr., United Railways & Electric Co. (Baltimore); A. S. McArthur, Toronto Transportation Commission; C. A. Peirce, Diamond T Motor Car Co.; W. D. Reese, General Motors Truck Co.; A. W. Scarratt, International Harvester Co., and J. F. Winchester, Standard Oil Co. of New Jersey.

Our Own Ear to the Ground Department

● It is reported that Chevrolet and Ford will adopt synchromesh transmissions. Don't ask when.

● From a reliable (well, as reliable as you can expect) source we hear Ford has been experimenting with a four and eight, and that since the Plymouth announcement, interest has been concentrated on a four-cylinder engine with a wiggling mounting.

● Weldmech Steel Products Co. is experimenting with bottling bodies of all-aluminum and composite aluminum and steel construction. Experiments so far show that all-aluminum with riveted joints will weigh about 60 per cent as much as a steel body, and with welded joints about 33 1/3 per cent.

● An experimental plant for the extraction of bromide from sea water is projected near Wilmington, N. C.

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Licks All-Rail Rates

The Merchants and Miners Transportation Co. has inaugurated a new water and truck service between Philadelphia and interior New England points. The rates, lower than all-rail, are as follows:

1	2	3	R25	
10	8	7	7	cents per 100 lb

These rates are published to and from more than 300 points in Shipping Board Tariffs Nos. 779 and 780. Fast trucks on 15 routes and 36 hour express steamer service are the backbone of the system.

Toronto Regulation Expected

A general increase in the freight rates of transport trucks and penalties for rate cutting is expected as a result of preliminary survey being conducted by the Toronto Department of Highways. It is expected that classification for freight purposes will follow very largely the present classification used by steam railways, with a greater parity of rates.

A Cheerful Prospect

There will be a large potential demand for automobiles and trucks in 1932, says Fidelity-Phenix Insurance Co. It bases this prediction on an estimate of 13,000,000 units in the used-five-years-or-more class and a sub-normal consumption of 2,900,000 units in 1930, against the six-year average of 3,672,500.

A Pocket Calculator

A celluloid slide rule, which tells accurately the number of gross pounds that the Reo Gold Crown engine is capable of pulling under varying grades and road conditions, with a given rear axle ratio and tire diameter, is being furnished Reo Speed Wagon owners as an aid in planning loads for various routes.

Bottlers to Go South

Bottlers of carbonated beverages will go south to Dallas, Tex., Nov. 9 to 13, to attend annual exposition and convention of the American Bottlers of Carbonated Beverages.

A.E.R.A. Bound for Shore

The fiftieth annual convention and exhibit of the American Electric Railway Association will be held in the Atlantic City Auditorium, Sept. 26 to Oct. 2.

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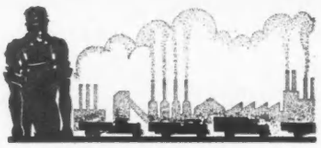
NEWS



The Overload

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

A New Circus Act

Circuses that travel around in trucks are called "trimmers," by the envious railroad outfits, because they trim the surrounding territories. This is just another fruit of flexibility. Railroad outfits, which are compelled to lay out their routes well in advance, pulled into many a town during the summer only to find that the territory had been "trimmed" by a truck outfit which played five or 10 miles away. It's easy to keep tabs on the railroad circuses. Truck outfits do and beat them to the do-re-mi, jack, or what you don't have in the bank. It is estimated there are more than 30 motorized circuses on the road now with their outfits ranging from five to 50 trucks.

Bathing Beverage Beauties

Keeping white trucks white is a whale of a job. The Hoffman Beverage Co., operating in the New York City territory, does it by washing every working night and painting once a year each of the 180-odd trucks and salesmen's coupes. The large trucks used in plant to branch transfer work are treated more royally by getting a bath after every trip. Three trips a day equals three baths. And we'll bet a nickel to a moldy cracker that the high cost of this immaculateness isn't charged to advertising. Who has a moldy cracker to risk?

Out of the Bouquet Barrel

Billie Burgan, of San Diego, Calif., writes: "The July issue sure was a peach." Regarding his article in the August issue, Tom Barry, exec. sec. of the etc. etc. etc., writes: "The illustrations were swell and the article got a grand play." Pierre Schon, General Motors Truck, and Frank A. Rose, operator of San Diego, tell us they have read with interest our truck rating articles. On page 13 President C. A. Tilt, of Diamond T compliments us for our truck rating series. Ira D. Mullinax, St. Louis newspaperman: "It is a real pleasure to look over a publication so attractive." Geo. W. F. Banks, Motor Haulage, Brooklyn, regarding article "A Truck Association Secretary Tells All": "I laughed until I was sick." And if you care to you can ask Tom Snyder, secretary, Motor Truck Association of Indiana, what he wrote Commodore Barry anent the secretarial confession.

Breaking the News to Father

Ted Preble, sales manager of Pierce-Arrow trucks, is the proud father of a baby boy. "Guard him carefully against the insidious influence of railroad propaganda," we advised him. "Thank you," he replied gratefully. "If I ever catch him chanting that boyhood favorite 'Oh! For the Life of a Fireman' I'll put him on the spot."

Not Counting the Quarts

Here are a few statistics that won't constipate you. Fourteen million pounds of machinery will be exhibited at the road show of the American Road Builders' Association in Detroit next January. It will cost several million dollars. It will be admired by 25,000 out-of-town visitors who will spend a million dollars each day during the week of the event. This doesn't include what will be spent in Windsor, Canada, just across the bridge. That is, if anybody finds it necessary to go that far for thirst slakers.

Hot Stuff on Cooling

If there's an association that wants to listen for 45 minutes to a talk that will include the very last word on "The Cooling System and It's Care," the kindly treated Adam's apple ready for the occasion belongs to William H. Wilson, National Carbon Co., 30 East Forty-second St., New York City. Bill is prepared to go anywhere at anytime. We suppose he prefers Southern engagements during winter months. And, sh-h-h, you'd insult Bill if you offered to pay a cent of his expenses.

Fur Instance

A furrier up in Boston bought a special furrier body. During the first 60 days it helped him sell 100 fur coats.

Moratorium on Mishaps

In a radio broadcast Steve Bryce, N.A.C.C. Educational Department manager, told the wide, wide ether that what this country needs more than a five-cent box of cigars at the moment is a moratorium on traffic accidents. Annual losses due to traffic accidents, he WJZ'd, exceed something like four times the amount involved in the international debt moratorium, and who can remember those staggering figures? Steve's right. Everything else is being cut down; accidents should be no exception in an economy program. (Parenthetically, Steve has a mellifluous—yes, sir!—radio voice. At least he wouldn't be affected by a nasal disarmament program.)

Expectorological Employment

The Goodyear tire factory at Akron furnishes employment to 13 cuspidor cleaners, says a publicity release. It doesn't say, however, that the official title is "spittooner."

Boon for Go-Boom Times

We propose an unusual slogan: "Give the Railroads the 15 Per Cent Rate Increase, and Help the Truck Industry."

TURN TO PAGE 44, PLEASE

Automotive Flashes

CONTINUED FROM PAGE 41

Fulbright Goes to Mat

Railroad man Edward S. Jouett's charge that trucks are subsidized won a scathing response from R. C. Fulbright, chairman of the National Industrial Traffic League. Mr. Fulbright said that the shipping public will not take part in any program based on "vague and indefinite charges," which will virtually destroy highway transportation. He contended that "until railroads can show some concrete proof of their allegation that the governments are subsidizing the motor trucks the figure which indicate otherwise will most likely be accepted by the public as proof of the true situation."

A Copper-Cooled Valve

Thompson Products, Inc., has announced development of a copper-cooled valve for use in heavy-duty and high-speed engines. Copper is forged into the head and stem by an undivulged process, to aid cooling by conducting heat from head to stem of the valve.

U. of M. Transportation Course

A four-year transportation curriculum has been adopted by the University of Michigan. A copy of the courses is available to anyone.

Used Truck Sales Gets Lift

A program based on a survey of the used truck demand in every section of the country is being furnished dealers of the Dodge Brothers Corp. as a means of increasing their profits in this field. The program, "Fundamentals of Merchandising Used Trucks," consists of five sections—investigating, buying, reconditioning, advertising and selling used trucks.

No General Inspection

There will be no general inspection of motor vehicles in the state of Pennsylvania this autumn, according to Ben. G. Eynon, commissioner of motor vehicles. Revisions in the Motor Code, effective Jan. 1, provide for new official stations which shall be able to perform all inspection requirements.

To Pipe Coal

Coal shippers opposing the railroad pleas for a 15 per cent rate increase at the recent I.C.C. hearing predicted an increased use of substitute fuels and the possible installation of pipe lines to transport pulverized coal to markets.

Curtis Spreads

The Curtis Mfg. Co., Inc., Los Angeles, Cal., maker of the Curtis truck, has started on the construction of a $200,000 factory and office building to be completed in October.

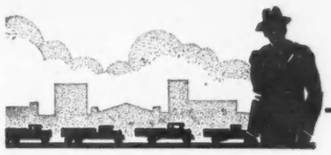
Laying it on Heavy

The South Carolina railroad commission has fixed motor freight rates for regular truck lines at 10 per cent in excess of rail rates for the same distances in all classifications, effective Oct. 1.

Prosperity Notes

$ COMMERCIAL CAR JOURNAL is pleased to pick up the following item recommended to it by its stablemate, *Automotive Industries*, as a chord charming enough for the notes of this column. The note—Directors of the General Tire and Rubber Co. recently declared the sixty-second consecutive dividend on the company's stock. The company sold 18 per cent more tires in the first six months of this year than in the same period last year.

$ Profit of $15,980 in the June quarter was reported by Libbey-Owens-Ford Glass Co., reducing the loss for the first half year to $162,091.



NEWS

$ International Harvester Co. of New York area whitewashes gloom depression with a 47 per cent increase in registrations for the first six months of current year above registrations of the same period in 1930.

$ Net profit of Perfect Circle Co. for seven months this year is $586,579, which compares with $430,019 for same period in 1930. Earnings for each month have shown an improvement.

$ Deliveries of G.M.T. units for July were more than 32 per cent greater than June of this year, and nearly 16 per cent greater than July of last year.

$ Thermoid Co. has issued a financial statement showing earnings of $216,580 for first half, which equals two and a half times interest requirements.

$ Mohawk Rubber Co. earnings for first half showed substantial improvement over first half of 1930—$72,197 profit against $151,783 loss.

$ Motor Wheel Corp. and subsidiaries report net profit for the first half of current year of $211,131.

$ Goodyear Tire and Rubber Co. reports net profit for first six months of $4,221,770.

$ Sales of Willys-Overland were 15.9 per cent better in July than same month last year.

$ Kelsey-Hayes Wheel Corp. reports net profit for first half of $633,762.

TURN TO PAGE 44, PLEASE

Caught in Quotes

A 75 Per Cent Accident Cure

W. T. PALMER, A RUSCO EXECUTIVE.—"It is estimated automobiles will kill approximately 35,000 people in this country and send more than 900,000 to hospitals. We shall never make real progress with this growing emergency until we tackle the problem at its four main roots. Here is what must be done if we are to save at least 75 per cent of the lives now sacrificed annually to our motorized carelessness and indifference: Separate opposing lines of traffic; separate automobiles and pedestrians; enforce compulsory inspections of cars and eliminate railroad grade crossings."

A Dig from the Mines

O. L. ALEXANDER, REPRESENTING THE NATIONAL CONTRACTORS PROTECTIVE ASSOCIATION.—"The railroads must realize that their continued failure to assist the coal industry and their willingness to even put additional burdens on it will force it to devise ways and means of providing substitute transportation for its product. The trend of tonnage to water transportation and trucks and the establishment of central power stations at the mines are subjects with which the Interstate Commerce Commission is familiar."

Are They Propaganding?

JOHN J. CORNWELL, GENERAL COUNSEL, BALTIMORE AND OHIO RAILROAD Co. (regarding probable effects of a railroad rate increase).—"If the people choose to give their lighter freight, with highest class rates, to the trucks, they must or ought to be willing to pay higher rates for what they grudgingly have to give the railroads. Of course, some *more* business will probably go to the trucks, running unregulated over your publicly-owned highways. But we cannot help that as long as the people, through their governments, go on subsidizing bus and truck companies and waterway transportation—competitors of the railways."

A 2.8 Per Cent Installment "Mortgage"

C. C. HANCH, GENERAL MANAGER, NATIONAL ASSOCIATION OF FINANCE COMPANIES.—"The National Bureau of Economic Research places the total annual income of all people in the United States at $90,000,000,000 and two and one-half billion dollars (the total of instalment buying) is only 2.8 per cent of this total. This probably is the fairest estimate of the extent which the American people have mortgaged their future to pay for instalment goods."

Our Daily Bread and Butter

M. L. PULCHER, PRESIDENT, FEDERAL MOTOR TRUCK CO.—"Taxing the motor truck is taxing your bread and butter. Virtually everything you eat and wear —every necessity of life—depends on the truck. This means that if some of the proposed taxation against motor trucks is permitted to become actual laws, every consumer will certainly be brought face to face with higher cost of living."

Oil Again

H. C. MOUGEY, RESEARCH LABORATORIES, GENERAL MOTORS CORP.—"The factors affecting oil consumption in the order of their importance are: engine speed, oil leaks, design of the lubricating system and changes due to wear, viscosity of the oil, volatility of the oil, pour test, possibility of effects from carbonization of the oil control rings, length of time between oil changes."

Personnel Changes

Ralph G. Strohl, after an absence of two and a half years, has returned to the engineering research fold of the Autocar Co., to continue an 11-year service record. During the 2½-year interim Mr. Strohl was associated with Mack Trucks in Allentown.

Walter A. Scott, rising from salesman to sales manager to branch manager to division manager of Brockway, has pegged another notch. He is now vice-president in charge of the district comprising greater New York, White Plains and New Haven.

P. C. Gartley, 20 years a sales executive, resigned as general sales manager of Willys-Overland to launch his own business as a Willys distributor under the name of P. C. Gartley, Inc. The territory embraces the entire Chicago area.

Lester E. Godsell, formerly Eastern representative of the Budd Wheel Co., has been transferred to the truck sales department of the company to devote his attention to manufacturers' equipment sales in New York.

C. A. Jessup, for 20 years in rubber, has been appointed a member of the Manufacturers Sales Department of the Firestone Tire & Rubber Co., with headquarters in Detroit.

Ottis Lucas, a ringer in Studebaker sales promotional activities, has succeeded the late M. F. Rigby as general advertising manager of the Studebaker Corp.

C. R. Simmons, formerly assistant sales manager of Fruehauf Trailer Co., has been appointed sales promotion manager of the Velvet Power Brake Co.

W. A. Falvey, a veteran truck man, has been appointed factory wholesale manager of the Sioux City territory by the Sterling Motor Truck Co.

James H. Kepper, New Orleans banker, has been elected to the directorate of the Commercial Credit Co. of New Orleans.

L. D. Mead, an engineer of automotive repute, has joined the DiVco-Detroit Corp. as chief engineer.

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OUR OWN EAR TO THE GROUND DEPARTMENT

CONTINUED FROM PAGE 41

Ethylene dibromide, manufactured from the bromide, will wind up in motor vehicles as anti-knock compound.

● That promised tabulation of "State Restrictions on Motor Vehicles' Sizes and Weights" will be found bound in this issue between pages 28 and 29. Save it. It'll be good for a couple of years.

● More engineers, we learn, are working on eight and 12-cylinder engines for trucks. With betterment of business you may expect announcements. Stewart, by the way, just announced another eight.

● Magnesium alloys, the claim is now made, will be considered along with aluminum alloys when engineers plan trucks of the future. Magnesium possesses the required virtues of strength and lightness; in fact, it is lighter than aluminum.

CHECKER CAB BUILDS TRUCK-CAR MODEL

CONTINUED FROM PAGE 39

the car becomes a one-ton truck. Or with the back cushion folded into the top, the seat cushion raised to a vertical position, and the auxiliary seats left open, it becomes a half-ton truck with capacity for carrying six passengers as well.

The car is built on a standard Checker cab chassis, powered with a six-cylinder Buda engine, developing 61 hp. at 3600 r.p.m. It has a wheelbase of 122 in.; is equipped with hydraulic brakes, Gabriel triple hydraulic shock absorbers, non-shatterable glass throughout, and carries six heavy-duty tires as standard equipment.

WHY FLEET THUMB SHOULD BE DOWN ON OWN SERVICE

CONTINUED FROM PAGE 16

perience command respect. They shall not go unheard nor unanswered.

No big fleet can change overnight from its own maintenance to outside maintenance without getting into trouble. The job of taking care of a fleet calls for cooperation between both parties. The outside service stations must do some things to prepare for fleet business, the fleet organization likewise must do its part.

In an article next month it will be shown what outside shops must do to get more fleet business. The manufacturer also has a part in the fleet maintenance program and it shall be pointed out. Fleet experience in changing from self-maintenance to outside maintenance indicates that some time is required to effect changes required.

First on the list of requirements for properly serving a fleet is night service, not overtime night work by the regular force when demanded by an emergency, but a regular night force entirely separate from the day force.

LET BUYERS RATE TRUCKS

CONTINUED FROM PAGE 17

Truck C

Chassis weight	4,000 lb.
Body, spare tire, etc.	1,400 lb.
	5,400 lb.
Gross rating	12,000 lb.
	5,400 lb.
Pay load	6,600 lb.

Having arrived at this gross rating it would be absolutely necessary to use the tire makers' rating for tire equipment. If for *any reason* a 1½-ton truck would not stand up with the larger tire capacities that truck should revert to its original 1-ton rating.

PROSPERITY NOTES

CONTINUED FROM PAGE 42

$ Business of the Marvel Carburetor Co. during the second quarter of this year was slightly greater than the previous quarter, declared C. S. Davis, president of Borg-Warner Corp.

$ A net profit of $127,411, reported by Mack Trucks, Inc., for the June quarter, has reduced the company's half-year loss to $51,326.

$ Regular quarterly dividends of 75 cents on common and $1.25 on preferred have been declared by G.M.C.

AFTER HOURS

CONTINUED FROM PAGE 24

opinion favoring a readjustment of wages, and there will be the opinion opposing wage reduction but endorsing a reconsideration of restrictive railroad legislation. With such sympathy prevalent, the railroads surely will find some modicum of relief.

One thing is positive—the railroads must be helped out of their predicament in some fashion. But—and this is equally positive—not at the expense of other transportation agencies. It is a fact that long years ago the railroads were the spinal column of the nation. Their mistakes, their oversights, their folly compel a revision of that proud designation. Today—and their begging proves it—they are the spineless column.—G. T. H.

TRUCK RATING DEPENDS ON THREE FACTORS

CONTINUED FROM PAGE 23

undoubtedly plays a larger part than differences in materials used and differences in design. Color is lent to this impression by the known fact that in many cases trucks which are among the heaviest for a given rating also embody materials and features of design of the highest grade, which naturally tend to bring down chassis weight.

If the rating is based on total weight of the chassis there is no reason (in the rating method) why one

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THE OVERLOAD

CONTINUED FROM PAGE 42

15 Years Ago in C. C. J.

The following interesting items are culled from the September, 1915 issue of COMMERCIAL CAR JOURNAL: The New York branch of the beer wagon drivers' union is attempting to enforce the closed shop rules in connection with commercial cars. Washington, D. C., fire officials expect soon to discard the horse for the motor. General Motors to build electric truck. Studebaker announces new electric commercial cars.

In the report of the Chicago-Detroit reliability run, the following truck makes were mentioned: (How many of them do you recall?) Poss, Lincoln, Van Dyke, Modern, Buick, C.P.T. (Chicago Pneumatic Tool), Chase Krikworth, Gramm, Hewitt, Nelson, Le-Moon, Lauth-J, Owosso, Federal, Stephenson, Clark, Ideal, Kelley, Mais and Dayton.

Dividing the Glamour

Talk about the haughty passenger car, how's this for her hard-working brother offered unequivocally by her foreign backer, The Autocar, London: "It can be said without much fear of questioning that the modern commercial chassis represents probably the greatest advance in automobile engineering of the past few years."

Opportunism

Smart Chester, Pa., long boaster of tidewater location and unparalleled rail facilities, has found a new and better boast. It's passed on to all who enter the city via great roadside poster in this fashion—CHESTER, PA. Within one day's truck haul of 20,000,000 people.

PERSONNEL CHANGES

CONTINUED FROM PAGE 43

✪ Milo D. Herron, manager of Graham-Paige commercial car division since 1929, has been appointed district manager over the territory comprising Maryland, Virginia and District of Columbia, with headquarters in Washington.

✪ Russel V. Cline, well known in advertising and general business fields through 20 years' activity, has joined the Sweeney & James Co., Cleveland advertising company, as an expert in the automotive, tire and accessory fields.

✪ Kenneth S. Clapp has returned to his position as director of sales of the United States Air Compressor Co.

STATE RESTRICTIONS ON MOT

(Including Changes

STATE	NUMBER OF TRAILERS PERMITTED	LENGTH (Feet)	WIDTH (Inches)	HEIGHT (Feet)	4-WHEEL GROSS	6-WHEEL GROSS	COMBINATION GROSS	MAXIMUM GROSS (g)	AXLE LOAD	WHEEL LOAD	TRAILER OR SEMI-TRAILER GROSS	LOAD PER INCH TIRE WIDTH	MINIMUM AXLE SPACE (Inches)
ALABAMA	1	33u 46c	96	12	.....	.....	32,000	.....	12,000	.....	.....	.....	40(r)
ARIZONA	1	30u 85c	96	14½	22,000	38,000	.....	.....	18,000	9,000	.....	700 (flanges) 500 (metal)	.....
ARKANSAS	1	33u 85c	96	14½	22,000	28,000	.....	.....	.....	.....	¾ of gross	.....	96(f)
CALIFORNIA	1	33u 60c	96	13½	22,000	34,000	.....	.....	17,000	8,500	.....	(s) 600 (base) 500 (metal)	.....
COLORADO	X	33u 60-85c	96	12½	30,000	40,000	.....	40,000	20,000	.....	.....	(p) 800 (cross-section) (s) 800 (base)	40(r)
CONN.	1	40	102	....	26,000(s) 32,000(p)	40,000(p)	40,000(p)	40,000(p)	.....	.....	.....	800	.....
DELAWARE	1½	33u 60c	96	12⅛	22,000(s) 26,000(p)	36,000(p)	40,000	40,000	16,000(s) 18,000(p)	.....	.....	700	.....
FLORIDA	X	35u 45c	84	12	16,000(p) 8,000(s)	16,000(p) 8,000	.....	.....	.....	.....	.....	(p) 600 (widest point) (s) 600 (contact)	.....
									16,000(1)				
GEORGIA	X	35u 45c	96	12½	12,500	12,500	12,500 (per unit)	.....	.....	.....	6,350(2)	800 (flanges)	.....
IDAHO	1½	33u 85c	96	14½	24,000	40,000	.....	.....	16,000	.....	.....	to 3 in. 400 3-5 in. 600 over 5 in. 800	120(f)(3) 40(r)
ILLINOIS	2	35u 65c (4)	96	....	24,000	40,000	.....	40,000	16,000	.....	32,000	800	40(r)
INDIANA	X	33u 40c	96	12	600(L+40) (g) (5)	Same	Same	Same	16,000	.....	(6)	800 (flanges)	.....
IOWA	X	30u 45c	96	12	450(L+53⅓) (g)	Same	Same	.....	.....	.....	.....	800 (flanges)	40(r)
KANSAS	X	35u 50c	96	13	24,000(7) 28,000 on duals	34,000	.....	.....	16,000 18,500 on duals	.....	.....	.....	.....
KENTUCKY	X	.....	90	...	28,000	.....	.....	.....	18,000	.....	.....	800 (contact) 600 (winter)	.....
LOUISIANA	X	33u 85c	96	14½	16,000 to 32,000(8)	.....	.....	19,200 to 38,400 (8)	8,000 to 16,000(8)	.....	.....	800	.....
MAINE	1	36u 62c	96	12½	20,000(s) 24,000(p)	30,000(s) 36,000(p)	.....	.....	16,000(s) 18,000(p)	.....	.....	600(9)	.....
MARYLAND	X	.....	93	....	25,000	40,000	.....	.....	.....	.....	.....	650	.....
MASS.	1	28u 40c	96(s) 102(p)	....	28,000(s) 30,000(p)	40,000(10)	40,000	40,000	.....	.....	.....	800	.....
MICHIGAN	2	40u 60c	96	14	.....	.....	.....	.....	18,000	.....	.....	700	108(f)
MINNESOTA	2	35u 60c	96	12½	.....	.....	.....	.....	17,920(s) 22,400(p)	8,960(s) 11,200(p)	.....	800 (base)	(11)
MISSISSIPPI	X	.....	.....	.....	.....	.....	.....	12,000 load	.....	.....	.....	.....	.....
MISSOURI	X	33u 40c	96	12½	24,000 28,000(12)	38,000 42,000(12)	.....	.....	16,000 22,400(12)	.....	.....	600 (flanges)	.....
MONTANA	X	33u 60c	96	14½	24,000	34,000	.....	.....	13,000 and 16,800(13)	.....	.....	800	96(f)
NEBRASKA	X	35u 50c	96	12	14,000 net load (14)	.....	.....	.....	16,000	.....	.....	700	.....

REFERENCE TABLE

1½ indicates that a motor vehicle and a semi-trailer may draw one other vehicle

u—Single unit
c—Combination of units
s—Solid tires
p—Pneumatic tires
f—Distance between first two axles
r—Distance between last two axles

x—Not specified
g—Where weight is given by formula, L is distance in feet between front and last axles
1—In counties specified by County Commissioners
2—Load for unit having one axle
3—For 24,000 lb. and over
4—Starting 1933—40 ft.
5—20 per cent less on solids
6—Semi-trailers count as separate units
7—Solids prohibited after July 1, 1931, except for trucks hauling farm products
8—According to class of highway
9—If tire load is 700 lb. per in. permissible gross and axle loads are reduced
10—On through routes
11—When spacing is 8 ft. or less, axle load is 16,000 lb. on pneumatics and 12,800 on solids
12—In cities of 75,000 population or more
13—On six and four-wheel vehicles, respectively
14—On farm and intra-municipal trucks, 16,000 lb.
15—Gross weight limit for vehicle or combination having three or more axles on pneumatics, 30,000 lb. plus 750 lb. for each foot and major fraction thereof from center of front to center of last axle

Compiled by COMME

OTOR VEHICLE SIZES A

g Changes as of August 1, 1931)

H	MINIMUM AXLE SPACE (Inches)
....	40(r)
	.....
....	96(f)
	.....
ion)	40(r)
	.....
	.....
int)	.....
	.....
	120(f)(3) 40(r)
	40(r)
	.....
	40(r)
....	.....
	.....
	.....
	.....
	.....
	.....
	108(f)
	(11)
....	.....
	.....
	96(f)
	.....

STATE	NUMBER OF TRAILERS PERMITTED	LENGTH (Feet)	WIDTH (Inches)	HEIGHT (Feet)	4-WHEEL GROSS	6-WHEEL GROSS	COMBINATION GROSS	MAXIM GROSS
NEVADA.....	X	.....	.....	....	25,000	38,000	.....	.....
NEW HAMP....	X	30u 85c	96	....	20,000	.....	.....	.....
NEW JERSEY..	1	28u 85c	96	12½	.....	.....	.....	30,00
NEW MEXICO.	1	33u 85c	96	14	600(L+40) (g)	Same	Same	Same
NEW YORK...	X	33u 85c	96(s) 106(p)	13	28,800(s) 36,000(p)	35,200(s) 44,000(p) (15)	(15)	40,00 50,00
N. CAROLINA.	1½	30u 65c	90	12½	.....	.....	.....	20,00
N. DAKOTA...	1	35u 85c	96	14½	.....	.....	.....	20,00
OHIO.....	X	35u 85c	96	12½	20,000(s) 24,000(p)	36,000	.....	.....
OKLAHOMA...	X	.....	90	....	.....	.....	.....	20,00
OREGON.....	X	34u 65c (16)	96	12	600(L+40) (g) (17)	Same	Same	49,00
PENNA.....	1½	33u 70c	96	14½	26,000 (20)	36,000	65,000	.....
RHODE IS.....	2	85c	102	12½	28,000	40,000	.....	.....
S. CAROLINA..	X	33u 50c	90	12½	20,000 (21)	25,000	40,000	.....
S. DAKOTA...	1	50c	96	12½	.....	.....	.....	20,00
TENNESSEE...	X	.....	96	....	.....	.....	.....	20,00
TEXAS.....	X	35u 45c	96	12½	(23)	.....	.....	7,00 net l
UTAH.....	1	33u 85c	96	14	19,500(s) 26,000(p)	25,500(s) 34,000(p)	.....	.....
VERMONT....	1	.....	96	12	.....	.....	.....	20,00 16,00
VIRGINIA.....	1½	30u 85c	96	12½	40,000	40,000	40,000	40,00
WASHINGTON	X	35u 85c	96	....	24,000	34,000	60,000	.....
W. VIRGINIA..	X	33u 85c	96	12	.....	.....	.....	1330(L+ 1000(L+ 670(L+
WISCONSIN...	X	33u 60c	96	....	15,000(32) 24,000(33)	22,500(32) 36,000(33)	.....	.....
WYOMING....	1	30u 85c	96	12½	25,000	.....	.....	.....
DISTRICT OF COLUMBIA..	1	30u 85c	96	12½	28,000	.....	.....	.....

This table is based upon data furnished by courtesy o

intra-municipal trucks,

mit for vehicle or com- ng three or more axles on 0,000 lb. plus 750 lb. for d major fraction thereof f front to center of last

16—Starting 1933 limit is 50 ft.
17—Solids may be used in municipalities only
18—Paved highways
19—Other highways
20—Gross weights limited by schedule of chassis weights
21—Common carriers 17,000 lb. gross on solids; 18,000 lb. on pneumatics
22—Restrictions do not apply in the following counties: Shelby, Davidson, Laurence, Knox, Sullivan, Hamilton and Loudon
23—Permits 14,000 lb. net load under certain conditions
24—On state-aid roads
25—In towns and incorporated municipalities
26—Total gross load permitted on Cl bridges
27—Total gross load permitted on Cl bridges
28—Total gross load permitted on Cl bridges
29—Solids and pneumatics on maj ways in metropolitan areas

ZES AND WEIGHTS

OMBI-ATION ROSS	MAXIMUM GROSS (g)	AXLE LOAD	WHEEL LOAD	TRAILER OR SEMI-TRAILER GROSS	LOAD PER INCH TIRE WIDTH	MINI-MUM AXLE SPACE (Inches)
.....	.....	.....	.....	.....	600 (base)	42(r)
.....	.....	15,000	.....	.....	750 (base)	.....
.....	30,000	.....	.....	.....	800 (base)	.....
ame	Same	18,000	.....	.....	800 (rubber) 500 (metal)	40(r)
(15)	40,000(s) 50,000(p)	17,920(s) 22,400(p)	8,960(s) 11,200(p)	.....	800	46(r)
.....	20,000	.....	.....	.....	600	.....
.....	20,000	.....	.....	.....	.....	.....
.....	.....	16,000(s) 18,000(p)	.....	.....	over 6 inches 650 (flanges)	.....
.....	20,000	16,000	.....	.....	800	.....
Same	49,000	16,000(18) 17,000(19)	8,000(18) 8,500(19)	.....	500 to 600	40(r)
55,000	.....	18,000	.....	.....	800	.....
.....	.....	22,400	.....	.....	800 (flange) 500 (metal)	.....
40,000	.....	10,000 to 15,000	.....	.....	(p) 600 (flange) (s) 600 (contact)	.....
.....	20,000	16,000	.....	.....	600 (flange)	.....
.....	20,000(22)	.....	.....	.....	650 (contact)	.....
.....	7,000 net load	.....	.....	.....	600	.....
.....	.....	13,500(s) 18,000(p)	.....	.....	to 3 in. 400 3-5 in. 600 over 5 in. 800	120(f) 40(r)
.....	20,000(24) 16,000(25)	.....	.....	.....	600 (contact)	.....
40,000	40,000	.....	8,000	.....	650 (contact)	.....
60,000	.....	12,000 to 18,500	.....	.....	800 (rubber) 625 (metal)	144(f) 42(r)
.....	1330(L+40)(26) 1000(L+40)(27) 670(L+40)(28)	22,400(29) 18,000(30) 16,000(31)	11,200(29) 9,000(30) 8,000(31)	.....	.....	40
.....	.....	12,000(32) 19,000(33)	.....	12,000(34) 24,000(35)	800 (mfg. rating)	.....
.....	.....	18,000	.....	.....	700 (flanges)	.....
.....	.....	22,400	.....	.....	3-4 in. 500 5-6 in. 700 over 7 in. 800	.....

rnished by courtesy of Motor Vehicle Conference Committee.

al gross load permitted on Class H 20 ridges
al gross load permitted on Class H 15 ridges
al gross load permitted on Class H 10 ridges
ds and pneumatics on major high-ays in metropolitan areas

30—Pneumatics on major industrial highways —solids 80 per cent
31—Pneumatics on major highways in industrial areas—solids 80 per cent
On secondary highways in any area—solids 50 per cent
32—Class B highways
33—Class A highways

34—Two-wheel semi-trailer on Class B highways
35—Four-wheel semi-trailer on Class A highways

Good News!

FOR TRAILER OPERATORS

—TIMKEN'S NEW COMPLETE LINE OF TRAILER AXLES WITH STANDARDIZED INTERCHANGEABLE PARTS

If you could build your own trailer axles you'd make sure that as many parts as possible were interchangeable with similar parts of the axles on the trucks which pull the trailers.

That's exactly what Timken has done. It's a big step in the right direction. Think how much simpler your service problems become. Think how much less inventory of service parts you will have to keep in stock.

Mechanically these axles are just what they should be; just what you expect of Timken.

QUALITY—the best, of course; alloy steels, heat treated; axles from which trouble and expense are eliminated.

BRAKES—correctly designed for all types of brakes; correct brake mountings; effective oil seals in hubs, and oil-slingers prevent excess hub lubricant from getting to the brakes.

Brakes are an engineering job, and *essential* on trailers. These axles solve that.

INTERCHANGEABLE PARTS—brake mechanism, hubs, bearings, drums, etc., are identical and interchangeable with the same parts of Timken driving axles—bevel or worm—of the same capacities.

FULL LINE—five sizes, and types for two-wheel or four-wheel semi-trailers, and for four-, six-, or eight-wheel trailers. Designed for application of dual balloon tires.

If you'd like further information write us for literature on the subject.

THE TIMKEN DETROIT AXLE COMPANY, DETROIT, MICHIGAN

TIMKEN AXLES

HOW TO KEEP AND USE ACCIDENT STATISTICS

CONTINUED FROM PAGE 33

data from one or more Record Sheets. Both sides of this 8½ x 11 in. form pattern items on the Record Sheet and are designed to take totals from one or several Record Sheets, thus providing a company with a convenient means of studying its own record and enabling it to make a report to headquarters of the National Safety Council for comparison with accident experiences of other similar operators. Table 2 on the Summary Sheet corresponds to Table 1 on the Record Sheet and Table 3 on the Summary with Table 2 on the Record Sheet.

The practical value of keeping accident records is in placing at the disposal of the employer certain facts which enable him to put corrective measures into effect. While in any event corrective methods are employed immediately after the occurrence of an accident, an analysis of a large number of accidents is essential to learn what factors particularly need attention. Some of the more important facts it is very helpful to know are listed in the accompanying box.

How accident statistics can be used to promote greater fleet efficiency and safety can best be illustrated by an analysis of the 24 accidents recorded on the Summary Sheet (Fig. 3). Under "Type of Accident" at right the total column reveals that 10 of the 24 accidents recorded involved collisions with other motor vehicles. This suggests inattentive and careless driving and furnishes the safety director with specific information when going to the front with corrective talks and measures. In fact he is equipped to point out the various forms of violations of good driving practice largely responsible for the accidents from the facts listed under "Action of Driver." Examination of this section shows that unobservance of such ordinary rules of driving as excessive speeding, failure to signal changes in direction or speed, driving on the wrong side of the road, ignoring slow or warning signs were among the leading causes of the 24 accidents. While general location of the accidents was rather evenly distributed throughout the territory in this particular record, others may be unbalanced, suggesting need for improved handling in city or residential sections, as the case may be. It is likewise apparent from section G, "Condition of Vehicle," that closer supervision and inspection should be given the company's trucks. Defective brakes and improper lighting were factors in accidents that could readily have been eliminated. Section C, "Result of Accidents," is not only of interest from the standpoint of being constantly informed as to the nature of accident damage, but is of use to those companies operating in more than one community from a comparative standpoint. The information in this section is obtained in supplementary investigations of accidents by someone other than the driver.

Examination of the records of individual drivers, as given in the Record Sheet (Fig. 2), shows that John Jones, an inexperienced driver, had three accidents during the period covered by the sheet. If the circumstances of these accidents are studied in detail, and Jones' driving practices observed, it is generally possible to detect and correct the conditions, which lie at the bottom of his bad record. Tom Smith, an experienced driver, is apparently careless and a study of his habits may show the need of disciplinary measures. These two examples serve to show the need of investigations following each accident to determine cause; instruction to correct deficiencies and penalties for chronic carelessness.

Progress is primarily gaged by reductions in accidents themselves, but another valuable feature of accident statistics is that they make possible the checking of progress. They show what has been done in reducing factors which have figured prominently in the occurrence of accidents. For example, determined effort for better driving is reflected by a reduction in number of violations of good driving practice under such items as "On Wrong Side of Road" and "Failed to Signal" (Fig. 2).

TRUCK RATING DEPENDS ON THREE FACTORS

CONTINUED FROM PAGE 44

particular part or unit should be skimped. The designer naturally will try to make all parts as nearly equal in strength or in carrying capacity as possible, so the factor of safety will be about the same. This statement, of course, must be interpreted in a very general way.

When figuring capacity upon a basis of weight of the complete chassis it would not be a good plan to use a single multiplying factor or coefficient for trucks of all sizes, for it is well known that the ratio of useful load to chassis weight ordinarily is much smaller in the smaller sizes of trucks than in the large ones. To illustrate the point, the average weight of 1-ton chassis listed in COMMERCIAL CAR JOURNAL specification tables is 3226 lb., which is equal to 1.61 lb. of chassis for each pound of net load, not counting body weight. In the case of 5-ton chassis the average weight is 9043 lb., which shows 0.9 lb. of chassis for each pound of net load carried.

● Two-Class Coefficients ●

Obviously the coefficients should be graduated in accordance with weight of the chassis, and suitable values for coefficients undoubtedly could be determined from existing designs. If there are to be two ratings, a light-duty rating and a heavy-duty rating, different coefficients will have to be used for the two ratings based upon chassis weight. After the proper coefficients have been determined it is only necessary to multiply the chassis weight by the particular coefficient to obtain the gross-weight rating.

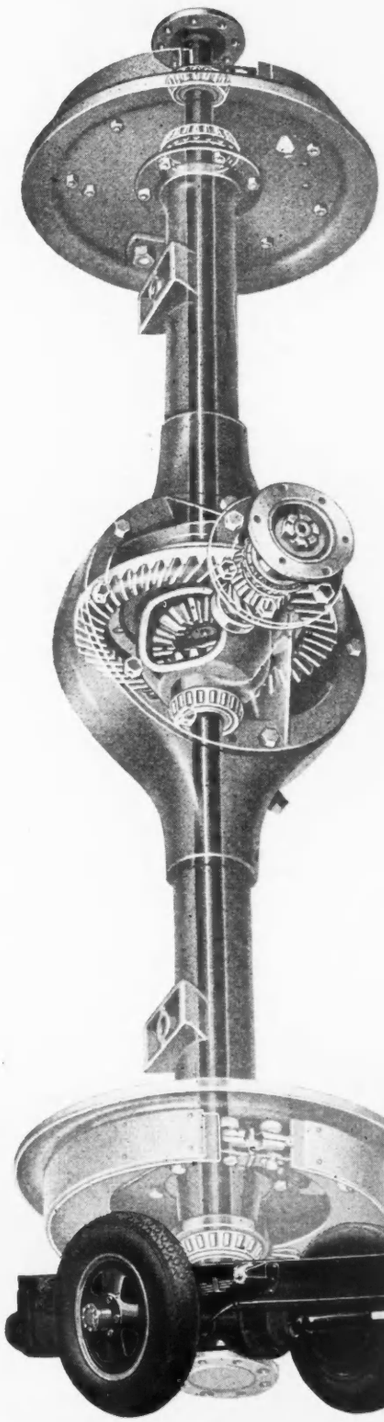
As far as the total gross load capacity of the tires is concerned, that is also easily found. Each standard size of tire has a regular load rating, and it is merely a matter of adding up the tire capacities of individual tires to determine total carrying capacity.

We have now three gross-weight ratings for the same truck chassis, the first based upon the ability of its powerplant, in conjunction with the reduction ratio and the wheel diameter, to haul a certain gross weight up a predetermined grade in high gear; the second based upon the rated carrying capacity of its tires, and the third upon the total weight of the chassis, upon which the abilities of the frame, springs, axles and wheels to support load under truck-operating conditions are assumed to depend. These three ratings probably will be different, and how is a single rating to be obtained from these three different ones?

One line of argument would be that since "a chain is no stronger than its weakest link," the lowest of the three ratings should be the one adopted for the truck. The writer believes, however, that it would be a better plan to use the mean of the three ratings. The comparison with the chain is not quite valid, for the reason that the breaking strength of the weakest link is the absolute limit to which the chain can be loaded, whereas any one of the three ratings of the truck is really only a fraction of the maximum gross weight to which it might be loaded. If the lowest of the three ratings is exceeded in practice, that does not mean that the truck will fail, but that from the standpoint of the factor on which this rating is based it will not be quite so satisfactory.

70-Horsepower 6-Cylinder STUDEBAKER

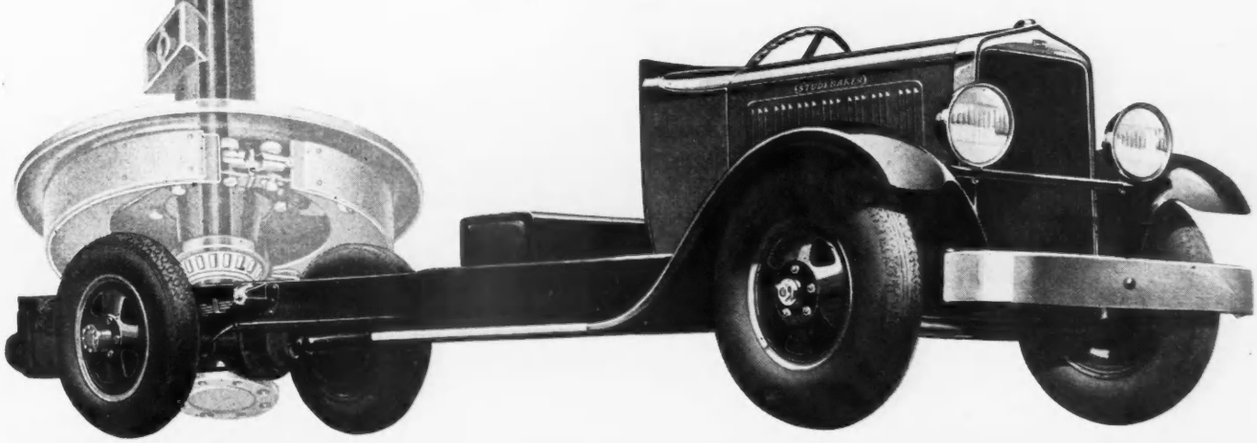
1½-ton truck with a *full floating* rear axle



$695 at the factory

One year ago Studebaker announced the most powerful 1½-ton truck ever sold as low as $695—and the world's lowest priced 2-ton truck ($895). Studebaker truck registrations jumped from 18th to 6th place.

Now Studebaker offers even greater value—a full floating rear axle in its 1½-ton chassis as well as in the 2-ton chassis. Both have 70-horsepower, 6-cylinder engines, 4-speed transmissions, cam and lever steering and stalwart frames. These trucks are built to Studebaker's 79 years of quality traditions.



NOW IS THE TIME TO "CLEAN HOUSE"

CONTINUED FROM PAGE 13

truck buyers generally.

Our system of list prices and dealer discounts, generally, is so antiquated that words fail me to properly describe it. To my mind, it is ridiculous that the industry should endeavor to sell today its modern motor trucks on a price and discount basis which was established fifteen years ago and is as antiquated as the four-cylinder, solid tire, two-wheel brake truck. For an industry as a whole to countenance a price system which does not have the respect of the truck buyer and the manufacturers' own dealer and sales organization, is ridiculous. To price motor trucks on a basis that invites haggling and horse-trading methods is costing manufacturers and dealers alike millions of dollars annually.

Furthermore, if a sane method of pricing motor trucks is generally adopted, it will eliminate to a large extent the problem of used trucks. If motor trucks are priced so that we place a premium on the ability of the buyer to drive a sharp bargain through a flexible system of allowances, it is obvious the problems will always be with us. If new trucks are priced on a basis where there is no so-called trading-margin included, in a remarkably short time we will educate truck buyers to the fact that used trucks will be traded only for their junk value and there will be a uniformity of allowances such as this industry has never seen.

Another practice in our industry, which, in my opinion, needs changing, is the matter of factory financing. I do not believe motor truck dealers generally will have a sound and healthy business so long as factories insist upon financing the incompetent business man. This does not mean that all dealers who secure factory financing are incompetent, but I am certain that all incompetent dealers exist solely because of factory financing plans.

Many bankers have lost confidence in retail truck paper because they have been fooled in the past by the long discount prices which enabled unscrupulous dealers to show on paper satisfactory down payments, whereas no cash, or very little cash, actually changed hands, and the down payment was made up of a worthless truck and part of the dealer's long discount.

Again referring to prices, if all trucks were sanely priced, bankers would have more respect for our industry and would give worthwhile dealers in their community the financial support to which they are justly entitled. Furthermore, if manufacturers operating retail branches would insist that those retail branches show a retail profit in proportion to the money invested, it would eliminate the wild trading and price cutting which has prevailed where branch managers were simply trying to secure volume for the factory on a break-even basis. This would also encourage legitimate dealers to handle motor trucks and relieve the manufacturer of the excessive burden of retailing motor trucks.

● Business More Profitable ●

I speak very frankly of all of the above evils, because as much as I am ashamed of it, I must admit that our company has at one time or another indulged in all of them. Now, you will probably say, granted that all of the above is true: How are we to bring about this millennium in the truck industry? I wish I knew the answer. All I can say is that our company, in the past three years, has put into effect in our business all of the policies which I advocate. I can further state that since these policies were inaugurated our business has been more profitable, our dealers' business has been more profitable, and we have been getting some real pleasure out of our work.

I cannot presume to dictate how others should conduct their business, but I urge for all those who have the best interests of the motor truck industry at heart, some consideration for these policies. They are not original with me, but are simply the result of common sense applied to our business.

MOMENTUM

CONTINUED FROM PAGE 29

tance with a man compelled to do a standing broad jump.

They will have the most potent and powerful advantage over competition that any company can possess—MOMENTUM.

They will have gathered that momentum slowly, imperceptibly at first, but with gradually increasing velocity. The first breath of really good business winds will blow them forward to permanent leadership, before it ever becomes strong enough to budge from the starting point their inertia-bound fellows.

October—November—December of 1931.

The companies which will be business leaders in the automotive industry before the end of 1932 must already see those three months as months of great opportunity!

LOGGERS HOT FOR TRUCKS FOR WORK ON ICE ROADS

CONTINUED FROM PAGE 36

perience to the varying conditions of each operation.

"In the past, caterpillar tractors have often been used in place of horses. In my opinion, trucks will prove even more useful than tractors. While trucks will not haul loads quite so large as tractor-sleigh units, they move quicker, require a smaller investment, are cheaper to operate, and can be used for many other purposes. At the present price of trucks, gas and oil, I believe trucks can haul cheaper than horses or tractors."

Mr. Ostergaard reached these opinions after an extended observation of the operations of J. C. Campbell, Jr. In regard to the load capacity of trucks and trailers, he explained that the maximum weight which a truck might haul in one load depends on the character of the road, and, conversely, the durability of the road depends on the amount of logs to be hauled over it.

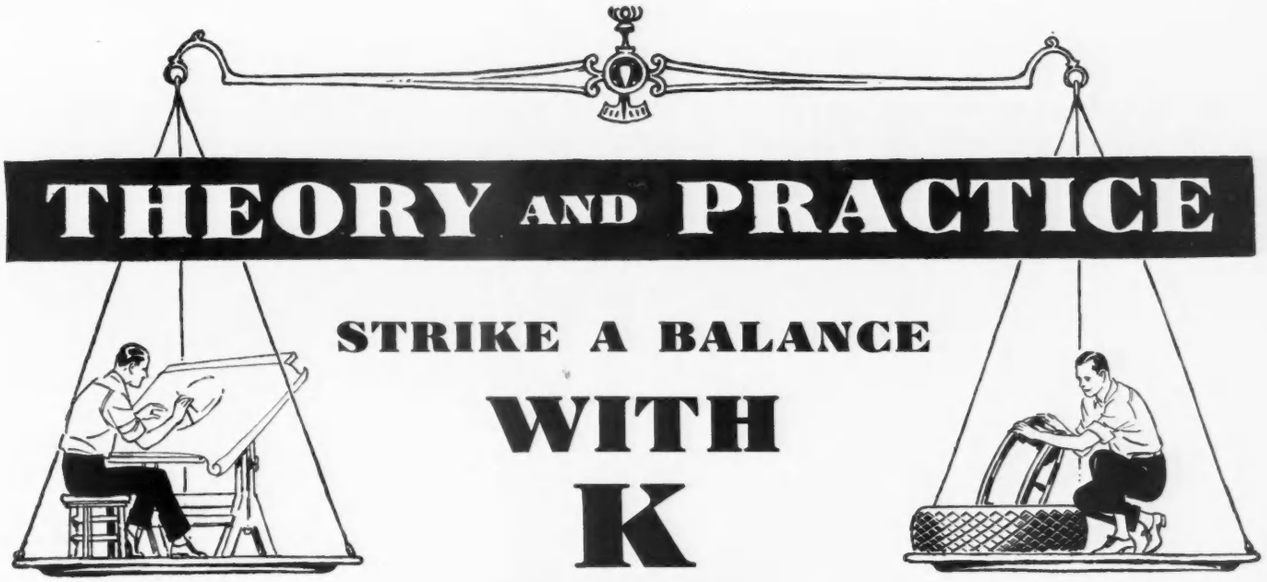
Logging roads are built by the logger. Before the frost comes, the logger clears the way of brush and trees and levels the rough spots. Then when cold weather arrives he sprinkles the road with water until the road has an iced surface a foot in depth. This surface is maintained with snow and water as long as the road is needed.

"Supposing," said Mr. Ostergaard, "a logger calculates that his total hauling costs must not exceed $1 per thousand board feet of logs. If there are only a few thousand feet of logs to take out, obviously he cannot afford to spend very much per mile for road building.

"On the other hand, if the road building cost can be prorated over several million board feet, he can afford to spend more to make roads that would support larger trucks and loads.

"An individual truck cannot, however, be expected to haul a larger load than a sleigh on a level or very slightly down-grade road, because the sleigh, built of solid beams, can support as much as can be placed on it. Thereafter it's a matter of motive power. It is particularly on the uphill or downhill run that the horse-sleigh combination cannot compete with the truck."

It was estimated that the truckloads in Mr. Campbell's operations ran from three to four tons each—a matter of approximately 1000 board ft. per load. Seven Fords made up his fleet.



THEORY AND PRACTICE

STRIKE A BALANCE WITH K RIMS

The Theory of An Ideal Truck Rim	*The Practical Application of Theory in K-Rim*
1 *Simple Design*	Two parts—All sizes
2 *Light Weight*	Minimum weight obtained by proper distribution of steel which in turn produces
3 *Ample Strength*	Maximum strength at points of greatest strain
4 *Ease of Operation*	Open valve stem slot and split base permit easy removal of rim from the tire and prevents injury to casing, tube and valve stem
5 *Safety in Service*	Split base is locked between wheel and continuous side ring—mechanical locked assembly
6 *Interchangeable Mounting* . .	All sizes single bevel 28° or 18° mounting seat permits oversizing and maintains standard spacings

In combination—these fundamental features of the Goodyear K-Rim are not equaled by any other truck rim

GOODYEAR

K-28 RIMS K-18

THE MAN WHO CHANGES THE TIRES LIKES GOODYEAR "K" RIMS

CUSTOMER SATISFACTION ?

. . . can you give it better alone or with Fruehauf cooperation?

WHEN a business man buys a truck he buys transportation as measured by profit miles. If he finds he has obtained the lowest ton-mile haulage costs he is satisfied. If not, he is naturally disgruntled and has no friendly feeling for those responsible.

Fruehauf transportation engineers can help you provide equipment which will deliver the lowest ton-mile haulage cost for your prospective customers. They make a careful study of every hauling problem involved and cooperate with you in working out the most practical and efficient recommendations. You will have proved haulage-cost figures to help you close your sales.

Whatever the specific hauling problem, there is the right Fruehauf Trailer to meet it. And this trailer is designed and built to fit all the requirements. It is an engineered part of a scientifically engineered unit of transportation. Fruehauf Trailers have the highest resale value. Depreciation is extraordinarily low. Any finance company will gladly finance a Fruehauf Trailer job.

This is the day of cost-cutting programs. You can serve your customers better in every way by letting Fruehauf cooperate with you in providing lowest ton-mile haulage equipment. An interesting book of facts—"Engineered Transportation"—which tells the complete Fruehauf story will be sent to you without obligation. Write today.

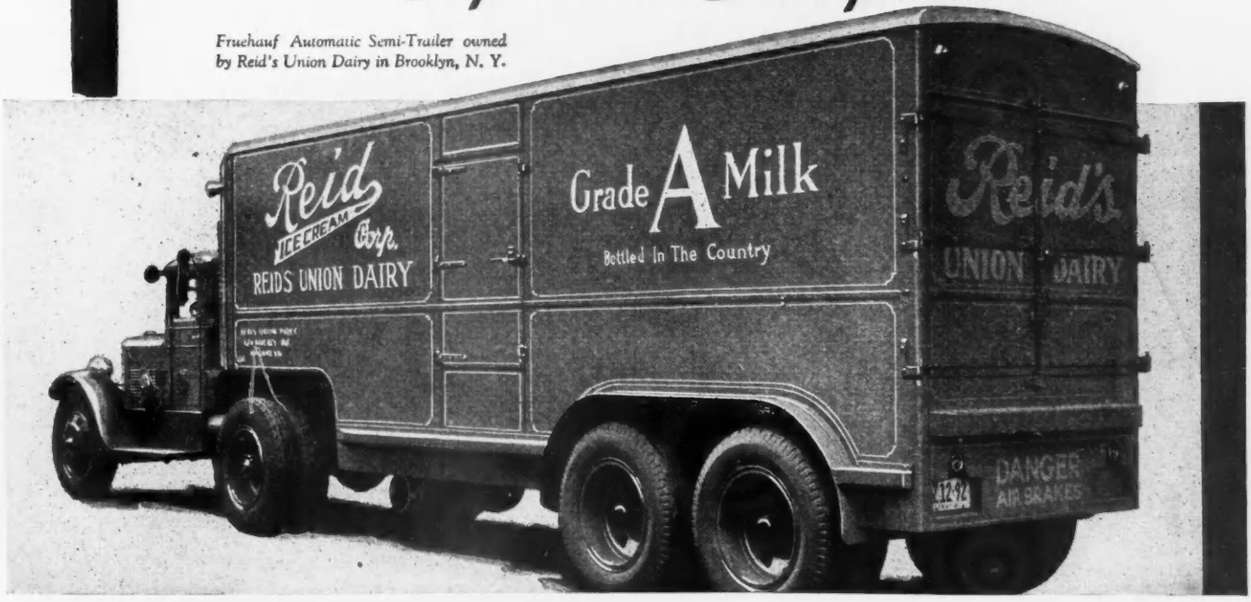
FRUEHAUF TRAILER COMPANY
Branches and Distributors in all Principal Cities
10957 Harper Avenue Detroit, Michigan

FRUEHAUF TRAILERS

FRUEHAUF TRAILERS

"Engineered Transportation"

Fruehauf Automatic Semi-Trailer owned by Reid's Union Dairy in Brooklyn, N. Y.



TYSON CAGELESS TAPERED ROLLER . . . BEARINGS

Cooler AT HIGHER SPEEDS BECAUSE THEY ARE CAGELESS

Two years of continuous tests have proved that the cageless principle of Tyson Tapered Roller Bearings is sound in practice as well as in theory.

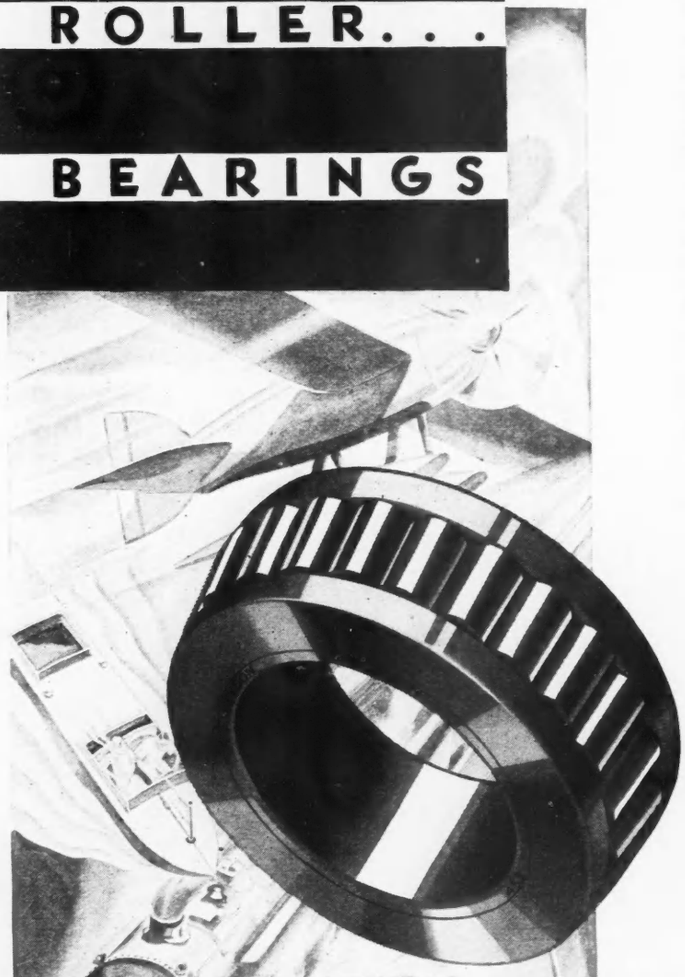
Because the cage is eliminated, sources of heat-breeding friction are reduced to the vanishing point. Tyson bearings can operate—and do operate—for hundreds of hours on end under full load at tremendous speeds, maintaining satisfactory low temperatures.

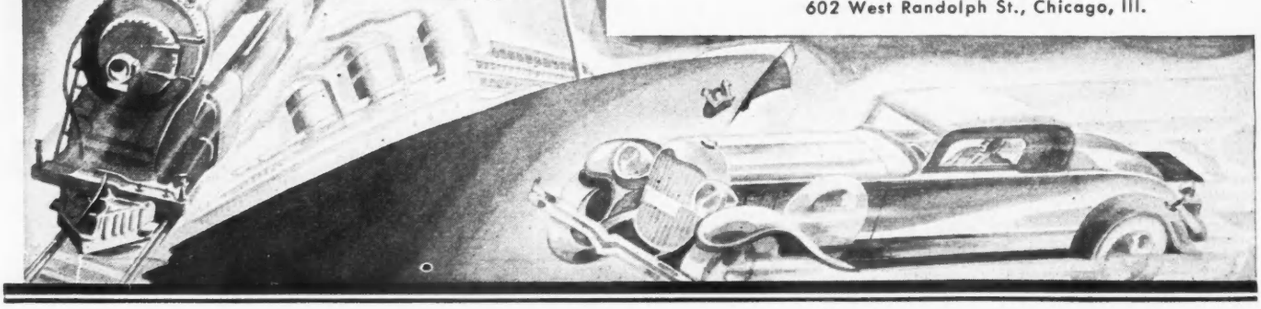
The double-ribbed backplate, which gives each roller a double bearing—one on each side of its axis of rotation—is inherent alignment for each roller—and allows elimination of the cage and its heating friction. The rollers run free as the wind, carrying their load on the "taper." Their contact with the end plate is extremely light—just enough for alignment.

Tyson Cageless bearings are virtually friction free with resulting maximum resistance to wear at all required speeds.

30 to 50 per cent more rollers, occupying the space gained by discarding the cage, means proportionately more load capacity. True inherent alignment means enduring precision.

Size for size, Tyson bearings are interchangeable with all ball and roller types.





TYSON TRADE CAGELESS MARK

TYSON ROLLER BEARING CORPORATION

MASSILLON · OHIO

Brown-Marx Bldg., Birmingham, Alabama
7310 Woodward Ave., Detroit, Michigan
Oliver Building, Pittsburgh, Penn.
1900-Euclid Building, Cleveland, Ohio
Flatiron Building, New York City
602 West Randolph St., Chicago, Ill.

"2500 Ford commercial units

play important daily part in nation-wide delivery service" says Standard Brands Inc.

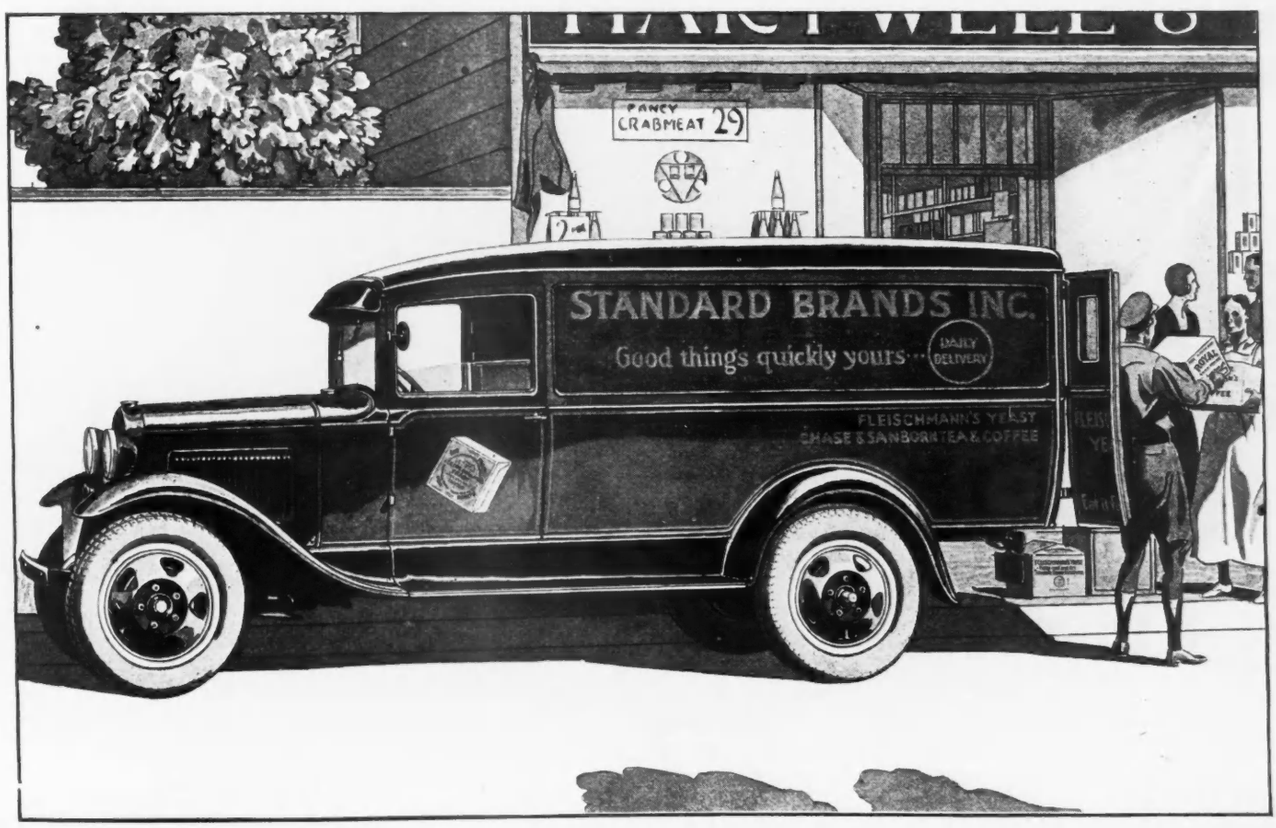
IT IS significant that Standard Brands Inc. should select Ford trucks and light-delivery cars for their daily delivery service, encompassing the entire country. It is graphic testimony of the reliable strength, versatile performance, and lasting service built into Ford units that they are giving complete satisfaction under the greatly different operating conditions they meet in this widespread use.

Of equal importance is the record of economy made by these Ford units. Standard Brands Inc. have found Fords particularly adapted for their service on account of uniformly low cost of operation and maintenance.

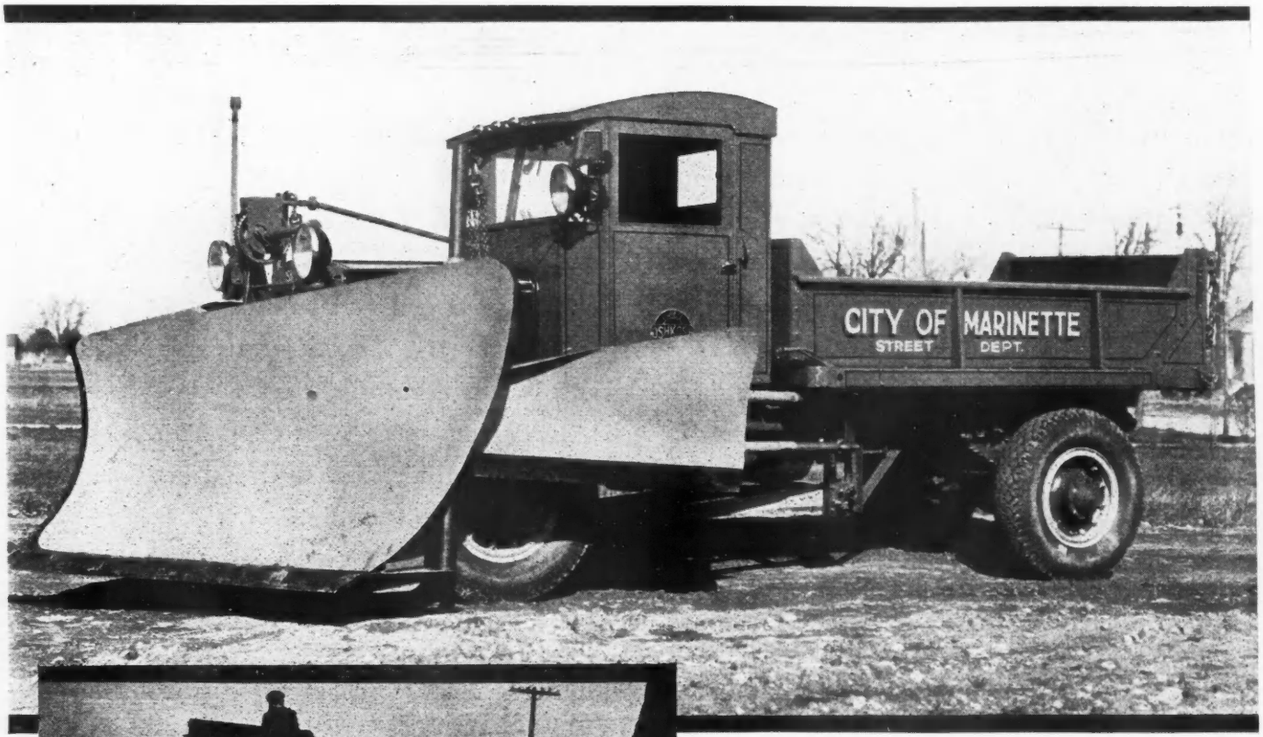
In every line of business, Ford units are serving fleet owners and small operators alike. There is a standard Ford type for every hauling need. More than forty different bodies are available. With the 1½-ton truck, there is a choice of 131½-inch of 157-inch wheelbase, open or closed cabs, high or low rear-axle gear-ratios, and single or dual rear wheels. In addition, there is the Ford light-delivery car, offering speedy, alert performance, reliability, long life, and economy, for every light-hauling purpose.

There is a Ford unit for the specific needs of your business, available, in a choice of thirty-eight different color-combinations, from any Ford dealer. In principal cities, there are centralized exhibits of Ford trucks and light delivery cars.

Ford



The OSHKOSH 4-WHEEL DRIVE



for snow removal!

The public expects clear roads in Winter —Equip with "OSHKOSH" 4-Wheel Drives and enjoy, with other countries, June road conditions throughout the year.

The "OSHKOSH" 4-Wheel Drive has more power and traction—consequently, throws the snow well off the highway.

The rugged, yet simple, construction of the "OSHKOSH" assures low operating costs.

The "OSHKOSH" 4-Wheel Drive steers easily and has ample speed.

Models 2½ to 5 ton.

The "OSHKOSH" Snow Special, 105 h.p. at governed speed, and the "OSHKOSH" Snow Chief, 112 h.p. at governed speed, are the 2 most popular models.

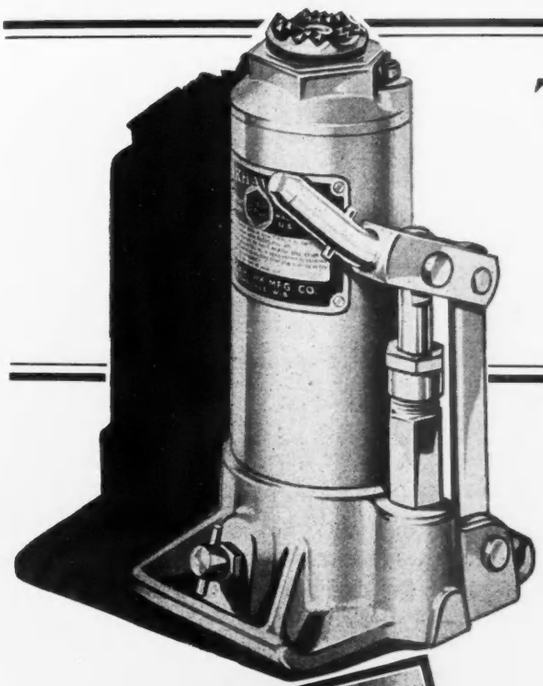
Write us for further information.

Some good territory available for dealers.

● Oshkosh trucks are made to do the "hard-to-do" work. Snow removal is just another job for an Oshkosh 4-Wheel Drive.

● Now is the time to buy your snow removal equipment. Write today for details on Oshkosh Trucks.

OSHKOSH MOTOR TRUCK, INC., OSHKOSH, WISCONSIN



This Hydraulic Jack Takes the Labor Out of Lifting

Jack shown above cuts is BA 8.5 — a 2½ ton model with right power, lowness, and lift for most 2-3 ton trucks. Other truck models —3, 4½, 7, 12-ton.

Lifting is just one of many uses you have in your shop right now for the Blackhawk Hydraulic Jack.

Speeds Up Shop Jobs

You need Blackhawk Jacks for road, floor, and shop service—they are so much faster and handier than other types. You need them for pressing, bending, and many other shop operations that call for portable power units.

Pays Big Resale Profits

You need Blackhawks for *resale too.* There's an active demand for the truck models—now that most of the best known heavy duty trucks are factory-equipped with Blackhawks. The line is complete—26 models, from 1 to 75-ton capacities.

Get Blackhawk Data

Use the Coupon—get our literature—study the superior features of Blackhawk design—see how the long life, trouble-proof operation, and overload capacity are built into these wonderful jacks. Ask your Jobber Salesman. Mail the coupon today.

BLACKHAWK

BLACKHAWK MANUFACTURING CO.,
Dept. CO, Milwaukee.
Interested in Hydraulic Jacks, capacity —tons. Send literature.
Name .....
Address .....
Our Preferred Jobber .....

Advantages of an Eight for Trucks

1—Smooth power; less vibration
2—Speedier than "6" of same h.p.
3—Less weight per horsepower
4—More satisfied drivers . . . .
5—No greater maintenance cost
6—More ton miles per year . . .
7—Next step in truck progress
8—Follows passenger car trend
9—Especially suited to long hauls
10—Use "6" or "8" on same chassis

No. 8* Follows Passenger Car Trend

The motor truck has always followed the passenger car in the addition of improved features—and every improvement thus adopted has added to commercial car progress. The self-starter, four-wheel brakes, more attractively designed chassis and body—these and other developments were adopted by commercial car builders, after they had proved their worth on the passenger car. Motor improvements have been similarly followed. Six-cylinder trucks appeared after the six-cylinder passenger car had demonstrated its superiority over the four. With the present marked trend of passenger cars to the eight, it was inevitable that truck manufacturers also should seek the reserve power, greater speed, flexibility, and smoothness of overlapping power impulses that are possible only with an eight-cylinder car. Now the Lycoming AEC eight-cylinder truck engine makes available these and many additional advantages.

*If you are interested in having a complete set of these advertisements, "Advantages of an Eight for Trucks," write us for reprints of Numbers 1 to 7, inclusive.

An Eight Cylinder Truck Engine Backed by More Than Seven Years' Experience

It is logical that Lycoming should pioneer the eight-cylinder truck engine. Because Lycoming was one of the pioneers of the Straight Eight engine in passenger cars. The experience thus gained has now been directed toward producing an eight-cylinder motor specially designed for truck and bus use. Several leading makers of commercial cars are building trucks with Lycoming AEC eight-cylinder engines. Write us for their names.

Lycoming Series AE Straight Eight Commercial Car Engines 3¾ x 4¾, 130 H.P., L-Head Type—Piston Displacement 420 cubic inches.
Furnished with provision for 6-ft. Air Compressor, if desired.

LYCOMING MANUFACTURING COMPANY
WILLIAMSPORT, PENNSYLVANIA

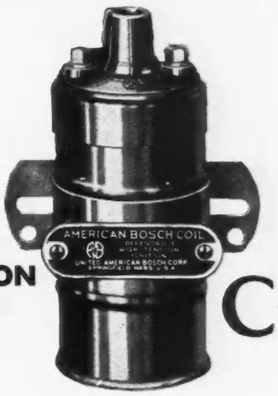
BOSCH

ROBERT BOSCH A.G.

Pyro-Action **SPARK PLUGS**

AMERICAN -BOSCH-

HIGH TENSION IGNITION



COIL

THE thousands and thousands of Bosch Pyro-Action Spark Plug users the world over have given and continue to give them a reputation for true performance and dependable service that is unmatched by any other spark plug.

They have eliminated spark plug troubles for important fleet owners all over the country. They are longer lived, more economical and more dependable than any other standard plug.

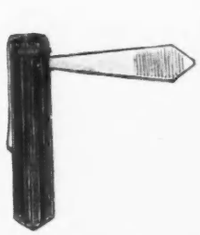
Start equipping your motors now and eliminate spark plug troubles.

THE entire series of the new American Bosch High Tension Ignition Coils is adaptable to all types and sizes of internal combustion engines using battery ignition, and each coil is absolutely dirt proof, waterproof and oil proof.

The new American Bosch coil is of advanced and revolutionary design. They are made in: a Standard 6 volt coil, a Universal 6 volt coil, a Multi-speed 6 volt coil, and a Multi-speed 12 volt coil. Write now to the factory or the nearest branch for complete information on any or all of these lines.

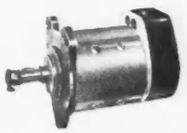
BOSCH ROBERT BOSCH A.G. SALES & SERVICE

AMERICAN -BOSCH- SALES & SERVICE

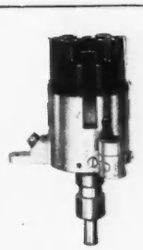


B O S C H
ROBERT BOSCH A. G.
Semaphore

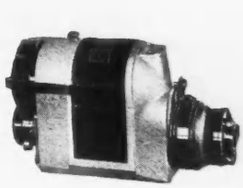
B O S C H
ROBERT BOSCH A.G.
Windshield Wiper



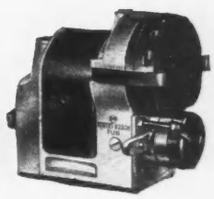
B O S C H
ROBERT BOSCH A.G.
No-Battery Generator



B O S C H
ROBERT BOSCH A.G.
Timer Distributor



B O S C H
ROBERT BOSCH A. G.
Super-Energy Magneto



AMERICAN BOSCH
Magneto

PRODUCTS OF ROBERT BOSCH A. G.
STUTTGART, GERMANY. SOLD BY

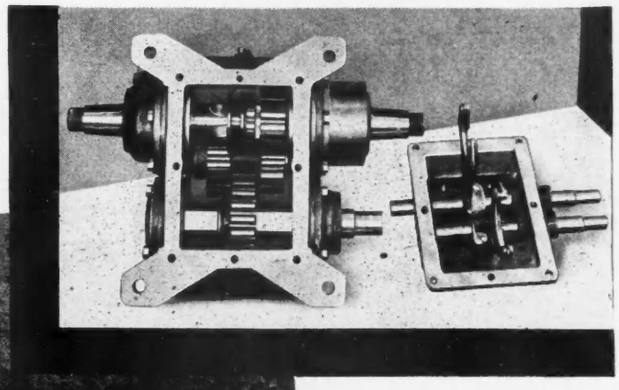
PRODUCTS OF AMERICAN BOSCH
MANUFACTURED BY

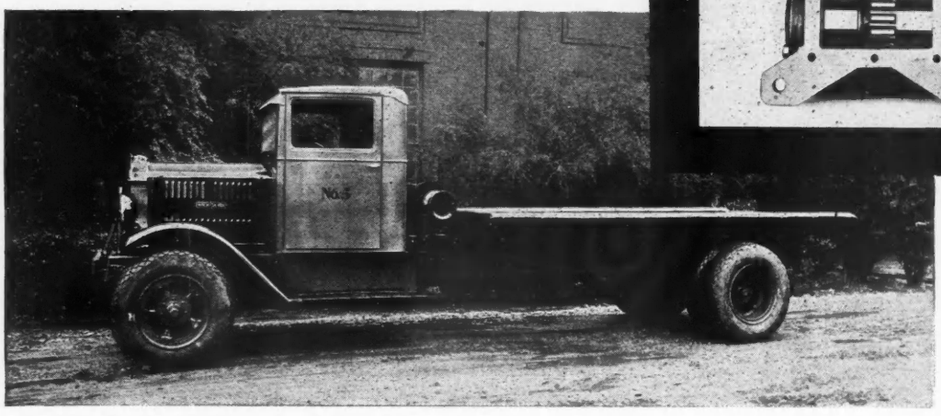
UNITED AMERICAN BOSCH CORPORATION

SPRINGFIELD, MASS. *Branches:* NEW YORK CHICAGO DETROIT SAN FRANCISCO

Wichita trucks carry 12-ton loads...

Nickel Steel parts, of course





Above: Transmission used in Wichita trucks. All gears, shafts and forks of 3½% Nickel Steel (S. A. E. 2315).

Left: Wichita truck designed for oil field service mfd. by WICHITA FALLS MOTOR COMPANY, Wichita Falls, Texas.

- Carrying loads up to 25,000 lbs. over the sort of roads that tax truck stamina ... Wichita trucks are specially built to withstand strenuous oil field service. Consequently only quality materials, such as Nickel Alloy Steels, are specified.
- A special feature of Wichita trucks is the new type split propeller shaft power take-off transmission. The advantages of ingenious design have been enhanced through the use of 3½% Nickel Steel for all gears, shafts and forks.
- Years of dependable performance in both the automotive industry and in the oil fields have demonstrated the inherent reliability of Nickel Alloy Steels. You are invited to consult our engineers when designing new products and new equipment...and about material problems involving the use of alloy steels.

Send for Bulletin No. 9 "Physical properties of Nickel and Nickel-chromium Steel"

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

Miners, refiners and rollers of Nickel . . . Sole producers of Monel Metal

INCO NICKEL

Nickel
ALLOY STEEL
PERFORMS BETTER LONGER

Cut Operating Costs with FIRESTONE Balloons

"The combination of Firestone All Non-Skid Balloons with Firestone Puncture-Proof Tubes has solved our tire problems," writes Dolese Bros. Co. of Oklahoma City. "In fact, the service has been so satisfactory . . . . road delays reduced to an absolute minimum . . . . that on the strength of it, we just recently placed an additional order for two more trucks on which we specified the same combination—Firestone All Non-Skid Balloons and Firestone Puncture-Proof Tubes."

In the cement business—with loads "mixed in transit"—road delays are costly. Perhaps in your business they are even more so. At all events, they're worth eliminating. Why don't you do what Dolese Bros. did — INVESTIGATE Firestone Tires and Firestone Service? The Firestone Dealer near you will gladly put all the facts and figures before you—and let you decide. Whether your trucks are light or heavy—for city delivery or long hauls —you'll find that Firestone Balloons will reduce road delays and cut operating costs.

Firestone

TRUCK BALLOONS

TIRES • TUBES • BATTERIES • BRAKE LINING • SPARK PLUGS • ACCESSORIES

★ ★ ★ THE HEAVY DUTY LINE OF ★ ★ ★

WALKER JACKS

LIFTING EQUIPMENT THAT STANDS THE GAFF IN SERVICE

Brute equipment for brute service—that is what Walker offers you in this one complete line of heavy duty jacks. Jacks that have the stuff built into them—the strength, stability and safety to stand up and deliver the service you want every day for years. Jacks with distinctive features that make them always dependable and mighty convenient to use. Jacks that are designed right and built right for maximum operating ease and convenience. Jacks that will speed up your service work and save you far more than they cost. Roller jacks—mechanical and hydraulic—and all other desired types—and a range of sizes to meet every requirement. When you are thinking about jacks, see what Walker offers. There is a Walker jobber near you who will gladly show you the complete line.

WALKER MANUFACTURING CO., RACINE, WIS.

NEW—No. 845 Hydraulic—the sturdiest and most convenient jack equipment that can be had for lifts up to 12 tons. A precision-made hydraulic lifting unit in a jack that's built to stand the punishment of everyday service. Height 9"—raise 5⅜"—with 3¾" screw extension for variable starting heights.

Hydraulic jacks for heavy duty and general garage work. Five sizes—from 3 to 12 ton capacities.

Triple extension enclosed screw type. Capacity 2½ tons. Also—three sizes of single screw jacks—2½ to 6 ton capacities.

Rigid Rack adjustable auto supports. Three sizes—2 to 7 tons. Every repairman needs a pair.

NEW—No. 780 Walker Roll-A-Car (hydraulic type), capacity 7½ tons. Long, low-built frame gets under any lifting point—and exceptional range (6 inches to 22 inches) takes care of any lift required. Counter-balanced for quick positioning—big, broad, drop-forged cap on sturdy bearing—positive safety features—and many other advantages that only Walker offers.

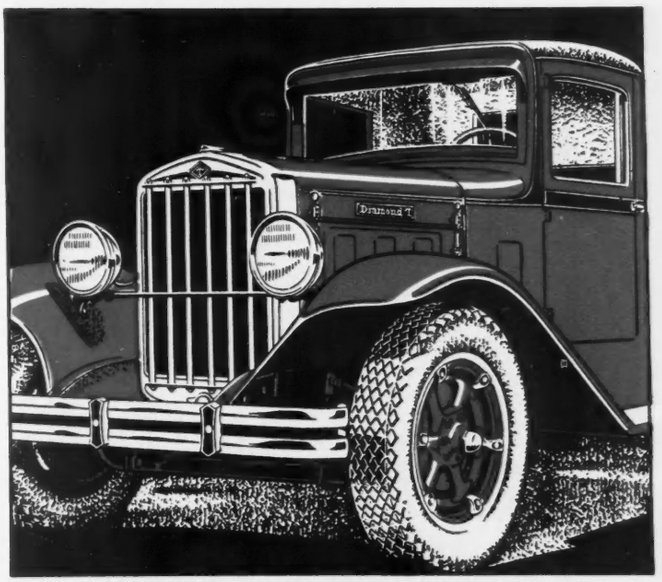
★ ★ ★ IF IT ISN'T A WALKER—IT ISN'T A ROLL-A-CAR ★ ★ ★

DIAMOND-T

announces

a *NEW* 2-TON TRUCK

$1095



TO put it bluntly, the plain truth about this new Diamond T, if simply stated without proof, is too sensational to be believed.

Diamond T, whose word has stood unbroken through 25 years of progress in the truck industry, here introduces *"11% more truck, for 25% less money"* than you can obtain elsewhere, and PROVES IT, right here!

The table at the right shows how this great truck compares with its ten leading competitors in size, power, and capacity. Specifications on the next page prove that Diamond T quality goes all the way through.

Model 316, with its previously announced companion 1½-ton model 216, is Diamond T's answer to today's business conditions. These trucks are selling *in volume* in the toughest truck market ever known.

Diamond T dealers are making money, and will make more money, because Diamond T has found the real "self-starter" to better business. You can't afford not to write for the full story . . . you ought to wire for it.

In addition to the superiorities shown at the right, Diamond T standard equipment includes a great many other items not customarily found in other 2-ton trucks. Read and compare the list of features of this great truck on the next page.

DIAMOND-T MOTOR CAR CO.

C. A. Tilt, President

Factory *and* General Offices, *West 26th St., Chicago*

11% more *truck!* 25% less *money!*

	Chassis Weight	Piston Displacement cu. in.	Gross Capacity* Pounds	Price
Diamond-T Model 316	**4400**	**263**	**11500**	**$1095**
Truck "A"	4050	248	9000	1525
"B"	3780	208	10175	1425
"C"	4580	248	10500	1855
"D"	3385	257	9000	1245
"E"	4032	224	8967	1450
"F"	4025	268	13600	1645
"G"	3725	224	9000	1595
"H"	4080	248	9000	1485
"I"	3810	205	9600	895
"J"	3958	224	9658	1495
Average of 10 competitors	3942.5	235.4	9850	1461.50
Diamond-T Model 316	**4400**	**263**	**11500**	**$1095**
Diamond-T Superiority	11.6% *more*	11.7% *more*	16.5% *more*	25% *less*

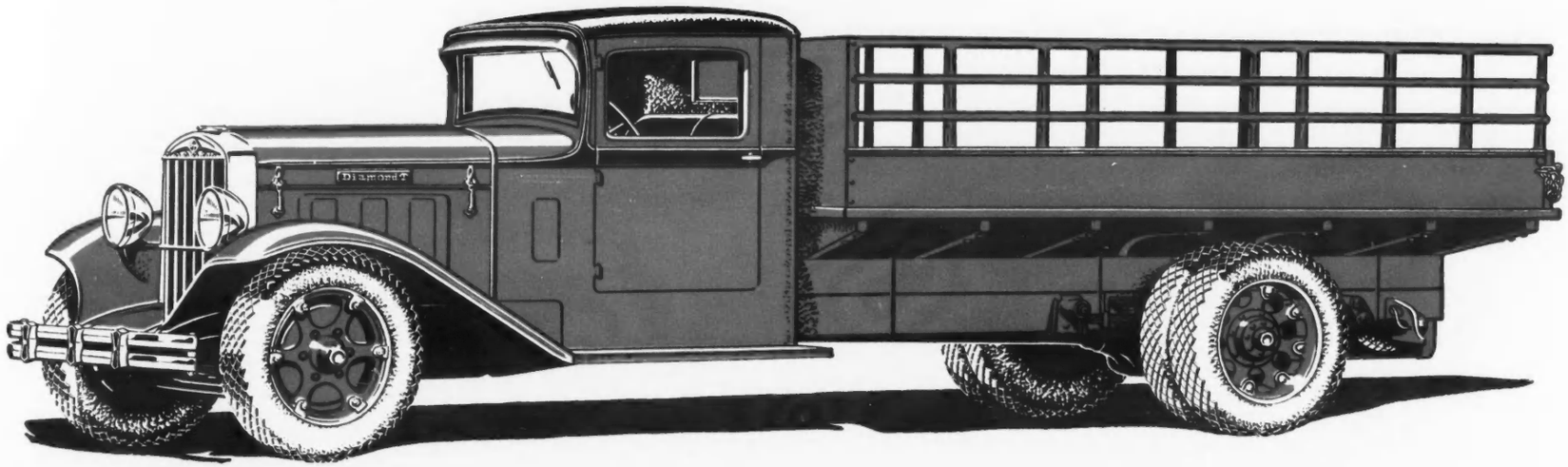
** Maximum total weight of chassis, cab, body and load*

HERE IS CONCRETE EVIDENCE OF *"MORE TRUCK FOR THE MONEY"*

IF you know trucks well enough to judge specifications accurately, read these proofs of heavy-duty quality. If you are no judge, ask your shop superintendent—*he knows* what such quality engineering means in a truck!

- 6-cylinder *truck* engine, 3⅝ x 4¼", 263 cubic inches piston displacement. Develops over 65 horsepower at 2400 r.p.m.
- 7-bearing balanced crankshaft.
- Gear-driven water pump and accessory shaft.
- Light-weight pistons.
- Down-draft carburetion and manifolding.
- Water-jacketed valves, large capacity cooling system.
- Pressure lubrication. Air cleaner.
- Full-floating rear axle, with one-piece cast steel housing. Nine large roller and ball-bearings.
- Large 4-wheel Lockheed hydraulic brakes, with rear drums 3½" wide, cast of alloy iron.
- Helper springs in rear.
- *All* spring leaves of alloy steel — no carbon steel.
- Front springs compression-shackled in live rubber and fore-shackled to banish wheel fight and shimmy.
- Heavy-duty fin and flat tube radiator, with full chromium plated shell.
- Pressed steel frame of taper design, 4 cross members — depth 7", flange 3", thickness 7/32", with special "alligator-jaw" reinforcement.
- Ross cam-and-lever steering gear, ball bearing head.
- 6:50-20 balloon tires, duals rear, on metal spoke wheels.
- 4-speed truck transmission of most modern type — special full involute tooth contour of constant mesh and third speed gears promotes long life without excessive wear. Ball and roller bearings.
- Spicer universal joints and drive-shaft.
- 155" standard wheelbase takes bodies to 11 ft. Special 167" wheelbase at extra cost for bodies to 13 ft. and 137" wheelbase for dump bodies and tractor-trailer service.

THE NEW DIAMOND◆T 2-TON 6-CYLINDER MODEL 316 · · · $1095



COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 78)

WARD LaFRANCE has withdrawn all previous listings, except Model 75D tractor-truck and given new listings in the 2½, 3, 3½, 4, 5 and 5½ and more, tonnage groups.

Other new listings appearing this month are:

Available: F 12 1½-ton.

Relay: 40CA 1½-ton, 40CB 2-ton, 40CC 2½-ton.

Rugby: 616 1½-ton.

Maccar: SW 86 six-wheeler.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Gear Set: Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F. TT175A	....	155	75000	11000	BL1714703	U	12	Op	7.48	137	T-175A
A.C.F. TT175B	....	155	60000	10250	BL1714703	U	12	Op	7.46	135	T-175B
A.C.F. TT160	....	155	60000	9700	BL1714703	U	12	Op	7.46	135	T-160
Autocar DT	3500	140	20000	5300	B-L 51	U	4	No	6.27	33.5	D-2 ... 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS ... 3½
Autocar SCHST	4800	145	40000	8260	Own T	U	4	A	10.4	66.6	SCHS ... 3½
Autocar FT	6800	154	60000	11000	B-L 70	A	7	No	11.66	109	F ... 5½
Brockway 90	....	137	15750	3850	B-L	U	4	No	5.12	20.9	90 ... 1½
Brockway 140	....	138	24500	5900	B-L	U	4	No	6.6	35.3	140 ... 2½
Brockway 170	....	138	29750	6800	B-L	U	4	No	16.4	46.6	170 ... 3
Brockway 195	....	138	34125	7900	B-L	U	4	No	6.8	49.5	195 ... 4
Brockway 220	....	138	38500	8260	B-L	U	4	No	6.96	50.7	220 ... 5
Brockway 190	....	139	33250	7625	B-L	A	7	No	7.75	78.6	190 ... 3
Brockway 250	....	146	43750	10000	B-L	U	4	No	8.75	63.7	250 ... 5½
Brockway 290	....	146	52500	10750	B-L	A	7	No	10.1	95.0	290 ... 5½
Chicago 1-76-D 20T	....	159	.....	8740	B-L 60 Max	A	7	No	7.6	77.2	.....
Condor CB	....	118	.....	3875	Cov A-4 J	U	4	No	.....	.....	.....
Condor CC	....	122	.....	4820	Cov W4J	U	4	No	.....	.....	.....
Condor CD	....	122	.....	5020	Cov W4J	U	4	No	.....	.....	.....
Condor CF	....	118	.....	5200	Cov Rus	U	4	No	.....	.....	.....
Condor CGW	....	153	.....	8950	Cov Rus	U	4	No	6.3	41.6	.....
Corbitt 236T	....	139	18000	4200	BL-214	U	4	No	6.8	43.6	.....
Corbitt 12B6T	....	152	20000	4955	BL-51	U	4	No	7.40	48.8	.....
Corbitt 15B6T	....	157	25000	5980	B L-51-5	U	5	No	7.80	46.5	.....
Corbitt 18D6T	....	159	30000	7600	BL-615	U	5	No	7.33	48.0	.....
Corbitt 24D6T	....	165	40000	9200	BL-70	A	7	No	8.15	76.6	.....
Diamond T 216	695	135	14000	3300	War	U	4	No	Opt	Opt	216 ... 1½
Diamond T 303	1645	137	20000	4800	Cov	U	4	No	Opt	Opt	303 ... 2½
Diamond T 504	2710	135	24000	6200	Cov	U	4	No	Opt	Opt	504 ... 3
Diamond T 316	1155	137	1700	4400	War	U	4	No	Opt	Opt	316 ... 2
Diamond T 551	2310	131	28000	5600	Cov	U	4	No	Opt	Opt	551 ... 3
Diamond T 603	3360	147	32000	7300	Cov	U	5	No	Opt	Opt	603 ... 4
Diamond T 750	4730	147	40000	8300	Cov	A	5	No	Opt	Opt	750 ... 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	6.38	55.2	F-40 ... 2
Dodge Bros. F60	2645	146	18979	5543	Own	U	4	No	8.44	57.8	F-60 ... 3
Federal A6TW	2360	140	25000	5050	Own	A	4	No	8.75	52.9	A6TW ... 2½
Federal T10W	2915	143	32000	6495	Own	A	4	No	8.75	57.0	T10W ... 3
Federal U6	3860	143	43000	7155	B-L 60	A	7	No	8.5	83.1	.....
Federal 4C6A	4735	144	50000	8120	B-L 60	A	7	No	9.00	86.5	4C6A ... 5
Federal 4C6AB	4960	144	50000	8505	B-L 60	A	7	No	9.00	86.5	4C6AB ... 5
Federal X8	5085	155	65000	9660	B-L 60	A	7	No	11.7	110	X8 ... 5½
Federal X8R	5810	155	65000	10385	B-L 60	A	7	No	11.7	110	X8R ... 5½
(X)Gen.M. 2216 2½-3	885	130	14000	2990	Own	U	4	No	6.8	37.8	.....
(X)Gen.M. 2513 2½-3	1345	130	14500	3575	Own	U	4	No	6.8	34.5	.....
(X)Gen.Mot. T263-3½	1450	130	17000	3905	Own	U	4	No	6.60	33.5	.....
(X)Gen.M. 3204 3-4T.	1700	141	19000	4705	Own	U	4	No	6.43	32.7	T-30 ... 3
(X)Gen.Mot.T-31. 4-5	1845	141	20000	4695	Own	U	4	No	6.43	40.5	T-31 ... 3
(X)G.Mot. 4201 4-5 T.	1845	141	20000	4725	Own	U	4	No	7.14	36.2	T-42 ... 2½
(X)G.Mot 4404 5-6½	2065	141	25000	5095	Own	U	4	No	9.45	48.0	T-44 ... 4½
(X)Gen.Mot. T515-6½	2625	155	25000	6250	Own	U	4	No	7.14	44.1	T-51 ... 5½
(X)Gen.M.T556¼-7½	2750	155	27500	6390	Own	U	4	No	9.45	58.4	T-55 ... 5½
(X)G.Mt. 6208 7½-8½	3250	154	34000	7150	Own	U	4	No	10.7	65.9	.....
(X)Gen.M.T617¼-8½	3525	154	34000	7045	Own	U	4	No	10.7	65.9	.....
(X)G.Mt. 8205 8¼-10	3970	165	37000	7735	Own	U	12	A	12.3	171	.....
(X)G.Mt. 8206 10-12T.	4055	155	45000	7880	Own	U	12	A	12.3	171	T-82 ... 5½
(X)Gen.Mot.T83-10-12	4275	155	45000	8065	Own	U	12	A	12.3	171	.....
(X)Gen.Mot.T8510-12	5800	171	45000	10800	Ful	U	4	No	10.5	66.1	.....
(X)G.Mt. 9003. 12-15	5455	185	50000	9775	Mun	U	12	A	10.3	144	.....
(X)Gen.Mot. T9515-18	7675	189	60000	13540	Ful	U	4	No	8.5	53.3	.....
(X)Gen.Mot. T9615-18	7325	189	60000	13140	Ful	U	4	No	9.11	57.1	.....
Gramm AX4 2-3	....	131	.....	3100	War T9	U	4	No	5.8	36.3	AX4 ... 1
Gramm AX6 2-3	....	131	.....	3300	War T9	U	4	No	5.8	36.3	AX6 ... 1
Gramm BX4 3-4	....	131	.....	3275	War T9	U	4	No	6.2	39.6	BX4 ... 1½
Gramm BX6 3-4	....	131	.....	3475	War T9	U	4	No	6.2	39.6	BX6 ... 1½
Gramm CX4 4-6	....	131	.....	3700	War T9	U	4	No	5.8	36.3	CX4 ... 2
Gramm CX6 4-6	....	131	.....	3900	War T9	U	4	No	5.8	36.3	CX6 ... 2
Gramm B. 3-5	....	118	.....	4025	Cov A4J	U	4	Op	5.8	38.4	B ... 1½
Gramm C. 4-6	....	122	.....	4700	Cov W4J	U	4	Op	5.8	37.1	C ... 2
Gramm D. 5-8	....	122	.....	5100	Cov W4J	U	4	Op	6.1	39.0	D ... 2½
Gramm E. 6-9	....	122	.....	5800	Cov Rus	U	4	Op	5.57	37.8	E ... 3
Gramm GW 10-15	....	157	.....	8925	Cov Rus	U	4	Op	6.3	42.8	GW ... 5
Hug 98	....	Op	.....	.....	B-L 714,703	U	12	A3	10.26	139	98-6 ... 6W
Indiana 89	....	137	15750	3850	B-L	U	4	No	5.12	20.9	89 ... 1½
Indiana 140	....	138	24500	5900	B-L	U	4	No	6.16	35.3	140 ... 2½
Indiana 170	....	138	29750	6800	B-L	U	4	No	6.41	46.6	170 ... 3
Indiana 195	....	138	34125	7900	B-L	U	4	No	6.8	49.5	195 ... 4
Indiana 220	....	138	38500	8200	B-L	U	4	No	6.96	50.7	220 ... 5
Indiana 190	....	139	33250	7625	B-L	A	4	No	7.75	78.6	190 ... 3
Indiana 250	....	146	43750	10000	B-L	U	4	No	8.15	63.7	250 ... 5½
Indiana 290	....	146	52500	10750	B-L	A	7	No	10.0	95.0	290 ... 5½
International A-L 3	1450	138	.....	4032	W-G T7	U	4	No	6.50	42.9	AL-3 ... 1½
International A-2	675	136	.....	2935	W-G T9	U	4	No	6.16	39.5	A-2 ... 1½
International B-2	725	136	.....	2959	M. M. 'O'	U	3	No	6.16	47.3	B-2 ... 1½
International A-4	1860	145	.....	5221	Own A5	U	5	No	6.5	47.8	.....
International A-5	2550	140	.....	5836	Own A-5	U	5	No	7.16	52.6	.....
International A-6	2675	156	.....	6120	Own	U	5	No	8.50	76.8	A-6 ... 3
International W-1	3850	130	.....	8100	Own	U	5	No	6.85	60.5	W-1 ... 2½
International W-3	4850	144	.....	10100	Own	U	5	No	7.85	70.5	W-3 ... 5
LaFrance Rep. M-2T	....	147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2 ... 4
LaFrance Rep. 35-2T	....	147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2 ... 5½
Mack BL 2 Ton	2500	138	.....	.....	Own BL	U	4	No	4.86	24.0	BL ... 1
Mack BG 3 Ton	3000	138	.....	.....	Own BG	U	4	No	4.90	24.2	BG ... 1½
Mack AB 5-6 Ton	3500	123	.....	.....	Own AB	U	4	No	8.87	43.0	AB ... 2
Mack AB 5-6 Ton	4300	123	.....	.....	Own BG	U	4	No	5.1	24.6	AB ... 3
Mack BC 6-8 Ton	5250	142	.....	.....	Own BC	U	4	No	6.69	39.1	BC ... 4
Mack BC 7-10 Ton	5500	142	.....	.....	Own BG	U	4	No	7.17	46.1	BC ... 5
Mack BJ 7-10 Ton	6150	169	.....	.....	Own BJ	A	4	No	4.25	22.4	BJ ... 5
Mack AK 7-10 Ton	5150	134	.....	.....	Own AC	J	4	No	5.39	38.5	AK ... 5
Mack AK 7-10 Ton	5250	134	.....	.....	Own AC	A	4	No	5.14	41.1	AK ... 5
Mack AC 7-15 Ton	b	128	.....	.....	Own AC	J	4	No	6.46	41.5	AC ... 7½
Mack AP 20 Ton	9500	191	.....	.....	Own AP	J	4	No	6.46	41.5	AP ... 5½
Mack. AC6-20, 6 wh.	....	197	.....	.....	Own BK	J	4	No	7.06	45.3	AK-6 6 wh.
Mack AC 20 T. 6Wh.	....	197	.....	.....	Own AC	J	4	No	7.06	45.3	.....
Mack. AK6-20-6 wh.	....	197	.....	.....	Own BK	J	4	No	7.06	45.3	AC6.6 wh.
Mack AP 20 T. 6Wh.	....	197	.....	.....	Own AP	J	4	No	7.06	45.3	AP-6 wh. 10
Netco TC	....	3400	135	.....	B-L 55-4	U	4	No	7.75	54.2	C ... 2½
Netco TE	....	4300	140	.....	B-L 55-5	U	5	No	8.00	56.0	E ... 3½
Relay 40	3240	138	.....	5300	B-L 35	U	4	...	6.45	34.5	40 ... 2
Relay 60	4480	142	.....	7350	Ful VU	U	5	...	7.88	58.5	.....
Reo FH	1595	142	13000	4165	Own 4650	U	4	Op	5.7	72.6	FH ... 2
Reo GD	2085	144	17000	4570	Own	U	4	...	6.14	77.8	GD ... 3
Schacht TR	....	146	.....	6600	Ful VUOG	U	5	No	7.3	55.1	.....
Stewart 30	695	110	.....	2977	Cla	U	4	No	5.6	35.8	30 ...
Stewart 30X	795	110	.....	3018	Cla	U	4	No	5.6	35.8	30X ... 11
Stewart 40	895	110	.....	3350	War	U	4	No	5.6	35.8	40 ... 1½
Stewart 40X	995	110	.....	3393	War	U	4	No	5.6	35.8	40X ... 1½
Stewart 34X	1195	135	.....	3710	War	U	4	No	5.6	22.0	34X ... 1½
Stewart 28X	1495	130	.....	4058	Ful	U	4	No	6.37	47.0	28X ... 2
Stewart 29XS	1695	135	.....	4960	.....	U	4	No	6.37	44.0	29XS ... 2
Stewart 32X	1990	148	.....	5230	Ful	U	4	No	7.25	47.6	32X ... 2½
Stewart 18X	2690	148	.....	5901	Ful	U	4	No	7.25	47.5	18X ... 2½
Stewart 35X	2590	149	.....	5880	Ful	U	4	Op	7.1	46.1	35X ... 3
Stewart 19X	3690	147	.....	7110	Ful	U	12	A	7.25	127	19X ... 3½
Stewart 31X	4990	150	.....	8440	Ful	A	8	U	10.5	15.1	31X ... 5
Stewart 27X	5700	150	.....	9987	Ful	U	8	U	6.56	93.8	27X ... 5½
Studebaker S-40	945	148	.....	3650	WGASI T9	U	4	...	5.83	37.4	S-50 ... 2
Walter FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	.....
Walter FBRD	8700	118	31000	10000	Own	U	5	No	8.50	85.1	.....
Ward La Fra. 75D-15T	....	Op	.....	10000	B-L 70 Max	A	7	...	Opt	Opt	.....
White 52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.5	.....
White 51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A ... 2½
White 210	211	133	17000	6438	Own 8B	U	4	No	5.67	23.4	210, 211 2½
White 212	....	133	20000	....	Own 8B	U	4	No	5.67	23.4	212 ... 2½
White 55 3¼, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55 ... 3¼, 5
White 56 2	3125	165	20000	5276	Own GRBB	U	4	No	6.33	26.2	56 ... 2
White 58 3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58 ... 3
White 61 1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61 ... 1½
White 611 2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611 ... 2
White 612 2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612 ... 2½
White 620 2½	4350	145	25000	7300	Own 4B	U	4	...	6.38	41.8	620 ... 2½
White 621 3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621 ... 3
White 630 3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630 ... 3
White 631 3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631 ... 3½
White 640 3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640 ... 3
White 641 3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641 ... 3½
White 642 4	6750	157	45000	0600	Own 7B	U	4	No	10.1	66.5	642 ... 4
White 643 5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643 ... 5

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	....	....	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros.....UF-10	435	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	4-3⅝x4¾	196	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.......F-10	515	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	A	2¼	6⅛	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet........	595	...	...	......	1935	B 5.00/19	B 5.00/19	Own	6-3⅛x4⅛	189.8	23.4	....	L	C	..	....	....	..	FP	No	Str	V	N-E	N-E	4
5	Ford...............A	340	103	...	......	1680	B 4.75/19	B 4.50/20	Own A	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11...	625	109	141	3800	1980	B 5.00/19	B 5.50/19	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	6
7	(X)Gen. Mot.....T-15	....	121	141	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	7
8	Paige..............	765	115	...	4435	2350	B 5.50/19	B 5.50/19	Own	6-3⅛x4½	207	23.4	66-3200	L	C	A	2½	10⅜	7	FP	No	Ste	M	D-R	D-R	8
9	Reo...........Jr. 15	785	115	...	......	......	B 6.00/18	B 6.00/18	Con 19E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	...	....	..	CC	No	Sch	P	D-R	D-R	9
10	Studebaker.........S1	595	114	114	......	2330	B 5.25/19	B 5.25/19	Own	6-3⅜x4⅛	221	21.3	70-3200	L	C	C	2⅛	8 11/16	4	CC	No	Str	M	D-R	D-R	10
11	Willys Six......C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 21/32	4	CC	No	Til	M	A-L	A-L	11
	1500 Pounds																									
12	Dodge Brothers......	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4-3⅝x4¼	196	21.0	45-2800	L	G	S	2⅜	6⅛	3	PC	No	Car	V	D-R	D-R	12
13	Dodge Brothers.......	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2 3/16	10 43/64	7	PC	No	Zen	V	N-E	N-E	13
14	Fargo Clipper........	725	...	...	......	2340	B 5.50/18	B 5.50/18	Own	6-3⅛x4¼	195.6	23.4	....	L	..	..	....	....	..	FP	No	Str	V	D-R	D-R	14
15	Fisher-Std.....JR-BX	....	120	128	6800	2800	P 30x5	P 30x5	Con W10	4-3⅞x4¼	200.5	24.0	48-2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	A-L	A-L	15
16	(X) Gen. Mot. T15...	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	16
17	International...AW-1	650	136	136	......	2620	B 5.25/20	B 5.25/20	Wau XA	4-3½x4½	173	19.6	30-2700	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	17
18	Relay..........15AA	1370	131	...	......	3750	P 30x5	P 30x5	Con 17E	6-3⅜x4	214.7	27.3	52-2200	L	C	C	2⅛	9 11/16	7	PC	No	Str	V	A-L	A-L	18
	1 Ton																									
19	Atterbury...........A	....	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6-3x4¾	201.4	21.6	64-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	D-R	D-R	19
20	Brockway 60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	20
21	Brockway..........65	....	137	149	6500	3400	P 30x5	P 30x5	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	V	A-L	A-L	21
22	Commerce........S-11	1600	142	162	......	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	22
23	Condor..........CAV6	885	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214	27.4	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	23
24	Day Elder 60	1095	135	156	6000	3200	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	24
25	Diamond T.......216	695	135	158	8000	3300	B 6.50/20	B 6.50/20	Her JXA	6-3⅜x4¼	228.0	27.3	56-2400	L	G	C	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	25
26	Dodge Brothers......	495	133	133	5840	2590	P 6.00/20	P 32x6	Own	4-3⅝x4¼	196	21.0	45-2800	L	G	S	2⅜	6⅛	3	PC	Ha	Car	V	D-R	D-R	26
27	Dodge Brothers......	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	C	S	2 3/16	10 43/64	7	PC	Ha	Zen	V	N-E	N-E	27
28	Douglas...........A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6-3⅜x4	214.7	27.3	61-3000	L	G	C	2½	10½	7	FP	No	Zen	M	A-L	A-L	28
29	Fargo Freighter......	795	...	...	7350	2725	B 6.00/20	P 32x6	Own	6-3⅛x4⅛	189.8	23.4	....	L	..	..	....	....	..	FP	No	Str	V	N-E	N-E	29
30	Fisher-Std. Sp. X-1-1½	....	128	136	7800	3150	P 30x5	DP30x5	Con W-20	4-4⅛x4¼	227	26.8	52-2400	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	A-L	A-L	30
31	Garford...........S-11	1600	142	162	......	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	31
32	(X)Gen.Mt.......T15	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	32
33	Gramm.......AX4, 1	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	FP	No	Til	M	A-L	A-L	33
34	Gramm.......AX-6, 1	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3⅜x4	214	27.4	74-3300	L	C	A	2⅜	6⅜	4	FP	No	Til	M	A-L	A-L	34
35	Gramm-Bernstein...10	....	129	146	7000	3100	B 6.00/20	DB6.20/20	Lyc CT	4-3¾x5	220.9	22.5	43-2350	L	G	C	2⅛	9 11/16	..	FP	No	Zen	G	A-L	A-L	35
36	Hahn & Selden......7	....	124	...	6500	3100	P 30x5	P 30x5	Con 29L	6-2⅞x4¾	185.0	19.8	45-2[illegible]00	L	G	C	2⅛	....	4	FP	No	Zen	V	A-L	A-L	36
37	Indiana............60	....	132	141	6000	3200	P 30x5	P 30x5	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	37
38	Indiana............64	....	137	149	6500	3400	P 30x5	P 30x5	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	38
39	LaFrance-Republic A-1	795	132	...	6000	3000	B 5.50 20	P 32x6	Lyc WTG	6-3x4¾	201.5	21.5	60-2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	39
40	LaFra.-Republic AA-1	810	144	...	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3x4¾	201.5	21.5	60-2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	40
41	Relay..........15AB	1400	131	...	......	3800	P 30x5	P 30x5	Con 17E	6-3⅜x4	214.7	27.3	52-2200	L	..	..	....	....	..	PC	No	Str	V	A-L	A-L	41
42	Relay.............S11	1700	142	162	......	4050	P 30x5	P30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	....	4	PC	No	Zen	V	A-L	A-L	42
43	Rugby.............614	....	112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 1/16	4	PC	No	Str	M	A-L	A-L	43
44	Service S11	1600	142	.62	......	3900	P 30x5	P 30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	44
45	Sterling.........FB30	....	142	162	......	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	45
46	Stewart............30	695	130	160	......	2977	B 6.50/20	B 6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	46
47	Stewart...........30X	795	130	160	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6-3x4¾	201.5	21.0	60-2600	L	G	C	2⅜	7	4	PC	No	Str	V	D-R	D-R	47
48	White...........15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4-3¾x5⅛	226.4	22.5	31-1600	L	G	C	...	....	2	PG	No	Zen	V	L-N	L-N	48
49	White..............60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6-3½x4½	260.0	29.4	54-2100	L	C	S	2⅝	9 1/16	7	FP	No	Zen	V	D-R	D-R	49
50	World.........DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6-3x4¾	201.5	21.6	63-2900	L	G	C	2⅜	7	4	CC	No	Zen	V	A-L	A-L	50
	1¼ Ton																									
51	Brockway..........75	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	V	A-L	A-L	51
52	Clinton...........20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	No	Zen	V	Spl	D-R	52
53	(X)GMT.........T-15	680	130	141	6500	2670	B 5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	53
54	Indiana 11X	....	120	120	8000	3350	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	A-L	A-L	54
55	Indiana............11	....	129	165	8000	3500	P 30x5	P 30x5	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	A-L	A-L	55
56	Indiana............74	....	137	149	7500	3450	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Str	V	A-L	A-L	56
57	Kenworth..........70	1375	140	152	......	3450	P 30x5	P 30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	9 11/16	7	CC	No	Zen	M	D-R	D-R	57
58	LaFra.-Republic...C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	58
59	Moreland ....Ace	1550	136	...	6800	3000	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	S	2⅛	9⅝	7	PC	No	Zen	V	A-L	A-L	59
	1½ Ton																									
60	Acme..............3X	....	150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6-3⅜x4⅝	248.3	22.3	66-3200	L	C	C	2⅜	10	7	PC	No	Str	M	A-L	A-L	60
61	Atterbury...........K	....	145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6-3x4¾	201.4	21.6	64-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	D-R	D-R	61
62	Autocar.............A	3200	150	192	12000	5400	P 34x7	P 34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	62
63	Brockway..........80	....	137	162	8000	3900	B6.00/20	DB6.00/20	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	CC	No	Zen	M	A-L	A-L	63
64	Brockway..........90	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 3/16	7	CC	No	Zen	M	A-L	A-L	64
65	(Y) Chevrolet..Utility	625	131	...	......	2375	P 30x5	DP 30x5	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	2 3/16 r	5 11/16	3	PG	No	Car	P	D-R	D-R	65
66	Chevrolet....UL Dual	590	157	...	8000	2890	P 30x5	DP 30x5	Own	6-3 5/16x3¾	194.0	26.3	50-2600	H	G	C	....	....	3	PG	No	Car	M	D-R	D-R	66
67	Clinton.............32	2195	150	Op	8500	3950	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	..	2⅛	7 11/16	3	PC	No	Zen	V	Spl	D-R	67
68	Commerce 40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	68
69	Commerce........S 11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	69
70	Condor..........CBV4	885	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	70
71	Condor..........CBV6	985	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	71
72	(Z)Corbitt.........7B6	....	150	170	8500	3410	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	8 11/32	7	FP	No	Zen	V	D-R	D-R	72
73	(Z)Corbitt.........8B4	....	134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.4	24.0	49-2800	L	C	A	2⅛	5⅞	3	FP	No	Zen	M	D-R	D-R	73
74	(Z)Corbitt.........8B6	....	136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	No	Zen	M	D-R	D-R	74
75	Day Elder 85	1645	135	168	8500	3750	B 6.00/20	DB6.50/20	Con 16-C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 3/16	7	FP	No	Zen	M	D-R	D-R	75
76	Diamond T 216, 1-1½	695	135	158	8500	3300	B 6.50/20	B 6.50/20	Her JXA	6-3⅜x4¼	228.0	27.3	56-2400	L	G	C	2½	10 11/16	7	PC	No	Zen	M	A-L	A-L	76
77	Dodge Bros....UF-30	595	136	136	8225	2581	B 6.00/20	P 32x6	Own	4-3⅝x4¾	196.0	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D.R	77
78	Dodge Bros.......F-30	695	136	136	8275	2631	B 6.00/20	P 32x6	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	A	2¼	6⅛	4	FP	No	Car	M	D-R	D-R	78
79	Dodge Bros......UF31	670	165	165	8225	2757	B6.00/20	P 32x6	Own	4-3⅝x4¾	196.0	21.0	48-2800	L	G	A	2¼	6⅛	3	FP	No	Car	M	D-R	D-R	79
80	Dodge Bros.........F31	770	165	165	8275	2807	B 6.00/20	P 32x6	Own	6-3¼x4¼	211.5	25.3	66-3200	L	C	A	2¼	6⅛	4	FP	No	Car	M	D-R	D-R	80
81	Dodge Bros.......F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	G	A	2⅜	10 43/64	7	FP	Ha	Zen	M	D-R	D-R	81
82	Dodge Bros.......F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6-3⅜x3⅞	208.0	27.3	63-3200	L	G	A	2⅜	10 43/64	7	FP	Ha	Zen	M	D-R	D,R	82
83	Douglas BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	Bu	Zen	V	R.Bo	J	83
84	Douglas............B4	2050	150	Op,	9000	3950	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	36-1800	L	G	C	2⅛	7 11/16	3	PC	Bu	Zen	E	L-N	L-N	84
85	Douglas............B6	2150	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8	4	PC	Bu	Zen	E	L-N	L-N	85
86	Duplex............GF	2800	143	...	8300	4700	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1800	L	G	C	3	8	3	PS	No	Zen	V	A-L	A-L	86
87	Duplex............GS	2950	143	...	8500	4800	P 32x6	P 34x7	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2 11/16	8 11/16	4	FP	No	Zen	V	A-L	A-L	87
88	Fageol.............101	900	143	167	......	3700	B 7.00/20	B 7.00/20	Wau XAK	4-3¾x4¾	210	22.5	40-2150	L	G	A	2¼	6 1/16	3	FP	No	Zen	M	D-R	D-R	88
89	Fageol.............106	1400	161	173	......	3975	B 7.00/20	B 7.00/20	Wau TS	6-3⅛x4¾	219.0	23.4	58-2500	L	G	A	2⅜	7⅝	4	PC	No	Zen	M	D-R	D-R	89
90	Federal D2	795	131	163	8500	3225	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2⅛	5⅞	3	PC	Mo	Zen	M	D-R	D-R	90
91	Federal E6	895	132	168	8500	3275	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215.0	27.3	60-2600	L	C	A	2⅛	9 11/16	7	PC	Mo	Zen	M	D-R	D-R	91
92	Fisher-Std. 10-AX,1½-2	....	136	165	8800	3220	P 30x5	P 32x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/16	7	FP	No	Zen	M	A-L	A-L	92
93	Fisher-Std. 15-A	....	144	...	8000	3250	P 30x5	P 32x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/16	7	FP	No	Zen	M	A-L	A-L	93
94	Fisher-Std.........16A	....	156	...	8800	3700	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 3/16	7	FP	No	Zen	M	A-L	A-L	94
95	F.W.D............H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50-2000	H	G	C	2 3/16 r	8	3	PC	No	Zen	V	A-L	A-L	95
96	Ford...............AA	495	131	157	......	2723	B6.00/20	P32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	96
97	Ford...............AA	525	157	...	......	2830	B6.00/20	P 32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	97
98	Garford............40	2900	168	...	......	4700	P 34x5	DP34x5	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	98
99	Garford...........S 11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	99
100	(X)Gen.M.........T-15	680	130	141	6500	2670	B5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	100
101	(X)Gen. . Mot. T-19	745	130	164	8500	3115	B 5.50/20	P 32x6	Own 200	6-3 5/16x3⅞	200.3	26.3	60-3000	L	C	B	2 3/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	101
102	(X)Gen. ..Mot. T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	102
103	Gotfredson......RB34	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4-3¾x4½	199.0	22.5	55.5-2800	L	G	C	3	7¾	5	FP	No	Zen	M	D-R	D-R	103
104	Gotfreson.........RB36	....	136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6-3⅜x4	214.0	27.3	61.5-3000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	104
105	Gramm...BX4, 1½-2	895	131	210	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3⅞x4¼	200.4	24.0	50-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	105
106	Gramm...BX-6, 1½-2	995	131	210	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	74-3300	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	106
107	Gramm-Bernstein....J	....	146	...	9200	3980	B 6.50/20	DB6.50/20	Bud J-214	6-3⅜x4	214.0	27.3	62-3000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	107
108	Hahn & Selden.....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	66-3000	L	G	A	2⅛	8 11/16	7	FP	No	Zen	V	A-L	A-L	108
109	Hahn..........317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	..	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x⅛	C	.....	28⅛	....	36x1¾	54x1¾	N	1
2	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	....	.....	L4IH	125	TX	War	5x1¾x⅛	C	53⅛	26½	42½	35½x1¾	53⅜x1¾	N	2
3	Fed	P.	Own	U	3	No	2	Own	S½	H	4.66	....	.....	L4IH	125	TX	War	5x1¾x⅛	C	53⅛	26½	42½	35½x1¾	53⅜x1¾	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S¾	..	4.7	14.3	Own	.....	...	...	War	.....	...	.....	.....	.....	.....	.....	...	4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	11.7	Own	O4IM	168	2I	Own	.....	C	.....	.....	.....	30½x	39½x	N	5
6	Lon	P.Own	Pontiac	U	3	No	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x⅛	C	.....	.....	44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	68¾	39	34	38x2	50⅛x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P	Sal	S½	H	4.7	14.2	Clark	4IH	154	T	Ros	5½x2¼x⅛	C	.....	.....	.....	36x2	54x2	N	8
9	Har	P.B&B	W-G	U	3	....	Spi	Sal	S½	..	4.7	14.7	Sal	L4IH	141	TX	Ros	6x2x½	...	.....	.....	.....	37x2	55x2	N	9
10	MeC	P.Lon	W-G	U	3	No	Spi 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x½	C	.....	.....	43½	36x1¾	54x1¾	N	10
11	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x⅛	C	.....	.....	.....	36x1¾	51x1¾	N	11
																							1500 Pounds			
12	Fed	P.	Own	U	3	No	2	Own	S¼	H	5.63	212	Own	L4IH	189	TX	Han	6x2¾x⅛	C	66⅞	31	37⅛	39x2	48x2½	N	12
13	Fed	P.	Own	U	3	No	2	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x⅛	C	66⅞	31	37⅛	39x2	48x2½	N	13
14	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.9	15.5	Own	.....	...	...	...	.....	...	.....	.....	.....	.....	.....	...	14
15	Lon	P.Lon	W-G T9	U	4	No	Spi 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	15
16	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.86	16.1	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	16
17	Mod	Roc	MM-O	U	3	No	M.M.4	Own 600	S½	H	4.45	17.4	Own 100	B4IM	212	2I	Ros	4¼x1¾x⅛	T	93⅝	53⅝	32	40x2	52x2	...	17
18	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	P	96	55	34	36x2¼	48x2½	...	18
																								1 Ton		
19	Fed	P.B&B	War T9	U	4	....	Spi300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¾x3¾x⅛	..	96	53½	34	38x2¼	50x2½	N	19
20	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N	20
21	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	21
22	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	22
23	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	23
24	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	35.8	Tim	B4IM	241	4I	Ros	5⅞x3¾x⅛	C	106½	58½	34	40x2¼	54x2½	½	24
25	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x⅛	T	93	51½	34	42x2	50x2½	...	25
26	Fed	P.	Own	U	4	No	3	Own	S½	H	5.1	33.4	Own	L4IH	206	TX	Han	6–2¾x⅛	C	85⅛	50	37⅛	39x2	48x2½	N	26
27	Fed	P.	Own	U	4	No	3	Own	S½	H	5.1	33.4	Own	L4IH	206	TX	Han	6–2¾x⅛	C	85⅛	50	37⅛	39x2	48x2½	N	27
28	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x⅛	T	96	58¾	34	39¼x2	49x2½	½	28
29	Own	.....	.....	U	4	....	U-P	Cla	8½	..	5.67	37.2	Own	L4IH	...	...	...	.....	P	.....	.....	.....	.....	.....	...	29
30	Lon	P. Lon	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH	...	TX	Ros	6⅛x2¾x¼	T	88	54½	32	40x2	54x2½	N	30
31	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N	31
32	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	..83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	32
33	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	33
34	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	34
35	Own	D.Ful	Ful DU-10	U	3	No	Blo	Tim 52200H	BF	H	4.86	20.8	Tim 11703H	L4IH	230	TX	Ros	5½x2½x¼	C	97	57⅞	30½	38x2	50x2¼	½	35
36	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R	..	....	Tim 11703 H	L4IH	...	TX	Ros	6x2¼x⅛	C	86	..	34	41x2¼	50x2¼	N	36
37	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N	37
38	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N	38
39	G&O	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710- H	L4IH	378	TX	Han	5⅞x2x⅛	C	96	54	31⅞	38x2	52½x2½	N	39
40	G&O	P.B&B	Ful Wo-BB	U	4	No	Spi 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5⅞x2x⅛	C	106	66	31⅞	38x2	52½x2½	N	40
41	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	..	106¾	63	34	36x2¼	48x2½	N	41
42	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	..	..	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	..	103½	63	34	36x2¼	48x2½	N	42
43	MeC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5½x2x⅛	C	52¾	26	41⅛	36x1¾	55x2	N	43
44	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	..	25.5	Col 5530	.....	...	...	...	6x2½x⅛	..	103½	63	34	36x2¼	48x2½	N	44
45	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2¾x⅛	C	96	57	34	38x2¼	52x2½	N	45
46	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	...	TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2¼	N	46
47	Fed	P.B&B	War	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM	...	TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2½	N	47
48	Own	P.Own	Own TBC	A	4	No	Spi	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3⅞x¼	C	97⅞	57⅜	34	41½x2	53¼x2¼	N	48
49	Own	P.Own	Own 3B	U	3	No	M.M2	Own 4C2	S½	H	4.73	17.8	Own 4D	L4IH	138	TX	Han	6x2¾x⅛	C	112	58¾	34½	39x2¼	50x2½	N	49
50	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¾x2¾x⅛	T	126	70	34	38x2½	54x2½	N	50
																								1¼Ton		
51	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N	51
52	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	...	52
53	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	53
54	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x2½x⅛	C	52⅛	44½	34	40½x2½	38½x2½	N	54
55	MeC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x⅛	C	99	54⅛	34	40x2¼	54x2½	...	55
56	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2¼	½	56
57	Per	P.B-L	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	N	57
58	G&O	P.B&B	FulWO-BB	U	4	No	Spi 3	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	N	58
59	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	413	TI	Ros	5½x1⅛x⅛	C	101⅛	56	....	38.2¼	48x2½	N	59
																								1½Ton		
60	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	60
61	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B	H	6.50	39.7	Tim 11710H	L4IH	437	...	Ros	6¾x3¾x¼	C	118	66½	34	38x2¼	50x2½	N	61
62	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	37.9	Tim 14703H	L4MD	460	2IM	Ros	6½x3x⅛	C	115¼	63⅝	34	40x2¼	54x3	N	62
63	G&O	.B&B P	.....	U	4	..	Spi	Tim	SF	H	5.66	36.2	Col	CB4IM	...	TX	Ros	5½x2½x¼	C	95	55	34	37x2¼	52x2½	½	63
64	G&O	P.B&B	.....	U	4	No	Spi 3	Tim	SF	H	5.83	37.4	Col	B4IM	...	CD	Ros	5½x2½x¼	C	113	67	34	37x2¼	52x2½	½	64
65	Har	P.Own	Own	U	4	....	Own	Own	S¼	..	4.88	30.0	Own	.....	...	...	Own	.....	...	86⅜	51⅜	.....	.....	.....	...	65
66	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2¾x7⅛	C	112½	77¼	37	36x1¾	45x2½	N	66
67	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	...	67
68	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	68
69	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	69
70	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	70
71	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	71
72	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5½x2½x¼	T	Opt	Opt	34	38x2¼	50x2½	½	72
73	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x⅛	P	96	53	34	38x2¼	50x2½	N	73
74	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x¼	P	96	55	34	38x2¼	50x2½	N	74
75	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 52200H	BF	H	6.60	42.3	Tim 11703H	L4IH	229	TX	Ros	5⅞x3¾x⅛	C	105	57	34	40x2¼	54x2½	½	75
76	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x⅛	T	93	51½	34	42x2	50x2½	N	76
77	Fed	.....	Own	U	4	No	Own	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3⅛x¼	C	88⅜	52⅜	37⅞	39x2	48x2½	N	77
78	Fed	.....	Own	U	4	No	Own	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3⅛x¼	C	88⅜	52⅜	37⅞	39x2	48x2½	N	78
79	Fed	.....	Own	U	4	No	Own	Own	SF	H	5.67	44.9	Own	L4IH	229	TX	War	8x2⅜x¼	C	141¼	81⅛	37⅞	39x2	48x2½	N	79
80	Fed	.....	Own	U	4	No	Own	Own	SF	H	5.67	44.9	Own	L4IH	229	TX	War	8x2⅜x¼	C	141¼	81⅛	37⅞	39x2	48x2½	N	80
81	Lon	.....	Own	U	4	No	Own	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7⅛x3⅞x¼	C	119⅛	62¼	34	40x2½	56x3	N	81
82	Lon	.....	Own	U	4	No	Own	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7⅛x3⅞x¼	C	136½	87¾	34	40x2½	56x3	N	82
83	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½	83
84	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½	84
85	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½	85
86	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C	.....	.....	34	39x2½	50x2½	N	86
87	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM	...	2I	Ros	5x3x¼	C	.....	.....	34	39x2½	50x2½	N	87
88	Per	P. Lon	W-G T9	U	4	No	Spi	Tim 53600H	BF	H	5.14	32.9	Tim 30010H	L4IH	257	TX	Ro-	5x3x⅛	C	120	65¼	34	32¾x2	50x2½	N	88
89	Per	P. Lon	W-G T9	U	4	No	Spi 3	Tim 52200H	B½	H	5.83	37.3	Tim 11706H	L4IH	282	TX	Ros	5x3x⅛	C	132	84	34	32¾x2½	50x2½	N	89
90	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	90
91	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 374	SF	H	5.67	36.3	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	91
92	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH	...	TX	Ros	6⅛x2¾x¼	C	108	60½	32	40x2	54x2½	N	92
93	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	93
94	Lon	B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	94
95	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5⅛x2¼x⅛	C	112	81	36	42¾x2½	52¾x2½	N	95
96	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x⅛	C	81½	51¾	38⅛	30¾x2¼	36x2¼	N	96
97	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x⅛	C	81½	51¾	38⅛	30¾x2¼	36x2¼	N	97
98	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	98
99	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	99
100	Lon	P.Own	Own	U	3	No	M.M.	Own	S½	H	4.83	16.0	Own	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	100
101	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	101
102	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x⅛	P	87	48	34	38x2	50¼x2½	N	102
103	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	103
104	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	N	104
105	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	105
106	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	34	36x2¼	45x2½	½	106
107	You	D.B-L	B-L 214	U	4	No	Spi	Tim 52200 H	....	H	5.83	37.4	Tim 12703- H	L4IH	308	TX	Ros	6x2½x¼	C	118½	73¾	34	42x2¼	50x2½	N	107
108	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5⅛x2¾x⅛	C	110	....	34	41x2¼	50x2½	N	108
109	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH	...	TX	Ros	.....	C	110	66	34	41x2¼	30x2½	..	109

Line Number	Make, Model and Capacity	General					Tire Size		Engine														Fuel System		Electrical System		Line Number
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
	1½ Ton—Cont'd																										
1	Indiana...........111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	A-L	A-L	1
2	Indiana............89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/16	7	CC	No	Str	V	A-L	A-L	2
3	International.....A-2	675	136	160	......	2935	B5.50/20	B6.00/20	Wau XAH	4-3⅝x4½	186	21	39-2400	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	3
4	International.....B-2	725	136	160	......	2959	B5.50/20	B6.00/20	Wau XAH	4-3⅝x4½	186	21	39-2400	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	4
5	International....AL-3	1450	138	164	......	4032	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224	25.3	54-2700	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	D-R	D-R	5
6	Kenworth.........85	1550	140	152	......	3700	P 30x5	DP30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	9 11/16	7	CC	No	Zen	M	D-R	D-R	6
7	Kleiber............80	....	140	152	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	C	2⅛	8 31/32	7	FP	No	Str	V	D-R	D-R	7
8	LaFrance-RepublicC-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	8
9	Lange..............R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13½	7	PC	No	Zen	M	A-L	A-L	9
10	Larrabee...........25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	G	D-R	D-R	10
11	LeMoon........HB10	1500	140	152	7500	3300	B 6.50/20	B 6.5020	Con 16C	6-3⅜x4⅝	248.0	27.3	65-2800	L	C	C	2⅜	10 1/32	7	PC	No	Str	G	D-R	D-R	11
12	Maccar.........36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3⅜x4½	241.6	27.3	57-2400	L	G	C	2⅜	7½	4	PC	Bu	Str	V	D-R	D-R	12
13	Maccar..........36A	1900	155	171	10100	4800	P 32x6	DP32x6	Bud H-298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	13
14	Mack.............BL	2500	138	148	......	......	B 6.00/20	DB6.00/20	Own BL	6-3¼x5	248.9	25.4	58-2600	L	G	C	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	14
15	Netco..............A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	15
16	Relay..............40	2990	168	...	......	5300	P 34x5	DP34x5	Bud DS 6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	16
17	Relay...........40CA	3040	168	...	......	5550	P 34x5	DP34x5	Bud DW6	6-3¾x5	331	33.7	64-2100	L	..	..	....	....	..	PC	No	Zen	V	A-L	A-L	17
18	Relay............S 11	1900	162	...	......	4500	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	18
19	Reo..........1A, 1C	625	136	160	8000	......	B 6.00/20	P 32x6	Own	4-3 11/16x4½	205.0	23.3	51-2500	L	G	S	3	8 1/16	5	FP	....	.....	M	D-R	D-R	19
20	Reo..........1B, 1D	725	136	160	8000	......	B 6.00/20	P 32x6	Own	6-3⅜x4	214.7	27.3	61-3000	L	G	B	2½	10 1/16	7	FP	....	.....	M	D-R	D-R	20
21	Reo.....DFX Tonner	1095	129	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3⅜x5	268.3	27.3	85-3200	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	21
22	Reo.....DFX Tonner	895	129	135	9000	3200	B 6.00/20	P 32x6	Own	6-3⅜x5	268.3	27.3	85-3200	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	22
23	Rugby.......... 6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 1/16	4	PC	No	Str	M	A-L	A-L	23
24	Rugby.............616	920	154	...	7150	3110	B 5.50/20.	B 5.50/20	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6 1/16	4	PC	No	Str	M	A-L	A-L	24
25	Schacht............10	....	156	170	......	4400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	25
26	Selden............317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	26
27	Service.............40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DS 6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	27
28	Service............S11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	28
29	Sterling.........FB30	....	142	162	......	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	29
30	Sterling.FB35-1½, 1¾	....	142	162	......	3050	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6⅜	4	CC	....	Zen	M	D-R	D-R	30
31	Stewart.............40	895	130	160	......	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	31
32	Stewart...........40X	995	130	160	......	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60-2800	L	G	C	2⅛	7¼	4	PC	No	Str	V	D-R	D-R	32
33	Stewart...........34X	1195	145	176	......	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	....	Zen	V	No	D-R	33
34	Studebaker.......S-20	695	130	160	......	2985	B 6.00/20	P 32x6	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	....	Str	M	D-R	D-R	34
35	White...............61	2450	148	196	......	4789	P 30x5	DP30x5	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅝	9 1/16	7	FP	Ha	Zen	V	D-R	D-R	35
36	Wichita...........6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	36
37	Willys Six.......C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/16	4	CC	No	Til	M	A-L	A-L	37
38	Willys Six.........C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/16	4	CC	No	Til	M	A-L	A-L	38
39	Witt-Will........S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50-2200	L	C	C	2¼	8¾	3	PC	No	Zen	V	D-R	D-R	39
40	Witt-Will........C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.2	27.3	66-3200	L	C	C	2⅜	10 1/16	7	FC	No	Zen	M	D-R	D-R	40
41	Woods...............32	1995	160	Op	......	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3½x4½	260	29.4	60-2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	41
42	World.........DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	42
	1¾ Ton																										
43	Condor............CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	43
44	Federal.............F7	1525	132	152	9000	3765	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.0	27.3	64-2500	L	C	C	2⅜	10 1/16	7	PC	KP	Zen	M	D-R	D-R	44
45	Gramm...............B	....	140	196	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	45
	2 Ton																										
46	Acme...............4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	PC	Ha	Str	M	A-L	A-L	46
47	Amer. LaF. Chief 9R	3650	180	Op	12000	6000	P 32x6	DP32x6	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	47
48	Atterbury...........G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	A-L	A-L	48
49	Atterbury..........45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.6	85-3000	L	G	C	2⅝	....	4	CC	....	Zen	M	A-L	A-L	49
50	Autocar ....A	3200	150	192	12000	5400	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	50
51	Autocar..............D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	51
52	Available.........F12	....	...	Op	1000	3850	P 6.50/20	96.50/20	Wau 62K	6-3⅜x4⅛	222	27.3	62-3000	L	G	C	2⅜	8 1/16	4	PC	No	Sch	M	D-R	D-R	52
53	Available.........T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	66-2600	L	C	C	2⅜	10 1/32	7	PC	Ha	Sch	M	D-R	D-R	53
54	Brockway...........92	....	149	168	9200	4250	P 32x6	DP32x6	Con	6-3⅜x4⅝	248.0	27.3	65-2700	L	C	C	2⅜	10 1/32	7	CC	No	Zen	M	A-L	A-L	54
55	Brockway.........120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	No	Zen	M	A-L	A-L	55
56	Brockway.........140	....	156	188	14000	......	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	56
57	Chicago.......1-20-A	....	146	206	......	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2500	L	G	A	2⅜	9½	3	FP	No	Str	M	A-L	A-L	57
58	Clinton..............45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KTU	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛ r	9 1/16	3	PC	No	Zen	V	Spl	D-R	58
59	Commerce..........40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	59
60	Commerce.........S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	60
61	Concord........GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	61
62	Condor..........CCV4	1085	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4⅛x4¼	227.0	27.2	55-2600	L	G	C	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	62
63	Condor..........CCV6	1230	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	63
64	Condor..............CC	1760	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	64
65	Corbitt............9B6	....	152	183	11900	4200	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/16	7	FP	No	Zen	V	D-R	D-R	65
66	Corbitt..........10B6	....	169	169	10100	3950	B 6.50/20	DB6.50/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	FP	....	Zen	M	D-R	D-R	66
67	Day-Elder.........110	2095	156	186	11000	4600	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	M	D-R	D-R	67
68	Diamond T.316	1095	155	167	11500	4260	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4½	263	31.5	65-2400	L	G	A	2½	10 1/16	7	PC	No	Zen	M	A-L	A-L	68
69	Diamond T.303-2-2¼ T	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	69
70	Dodge Bros.......F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	70
71	Dodge Bros.......F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	71
72	Douglas.........CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	V	R-Bo	1	72
73	Douglas.............C4	3275	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	E	L-N	L-N	73
74	Douglas.............C6	3425	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	74
75	Duplex...............S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61-2100	L	G	C	2⅞ r	9	4	FP	No	Str	V	A-L	A-L	75
76	Fageol.............135	1900	161	177	......	5150	P 30x5	DP30x5	Wau TL	6-3⅜x4¾	255	27.3	68-2500	L	G	A	2⅜ r	7⅝	4	FP	No	Zen	M	D-R	D-R	76
77	Federal..............A6	1855	151	176	10500	4580	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 1/16	7	PC	KP	Zen	V	D-R	D-R	77
78	Fisher-Standard...20A	....	156	162	10000	3850	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10 1/32	7	FP	No	Zen	M	A-L	A-L	78
79	F.W.D.........BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	79
80	F.W.D..............H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Els	N-E	80
81	Garford.............40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	81
82	Garford............S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	82
83	(X)Gen. M. T19.....	807½	130	164	8500	3245	P 30x5	DP30x5	Own 200	6-3 1/16x3⅞	200.3	26.3	60-3000	L	C	B	2 1/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	83
84	(X)Gen. M. T25.....	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	84
85	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 6.50/20	B 8.25/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	85
86	(X)Gen. M. T30.....	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	86
87	Gotfreson........RB46	....	...	...	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9⅞	7	FP	Ha	Zen	M	D-R	D-R	87
88	Gramm......CX4, 2-	1095	131	210	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4⅛x4¼	227.0	27.2	55-2600	L	G	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	88
89	Gramm......CX6, 2-	1295	131	210	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-L	89
90	Gramm.........C, 2-	....	160	224	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	90
91	Gramm..................	1595	157	174	......	3400	P 30x5	P32x6	Knight	6-2 11/16x4⅜	177.9	....	48-2600	S	C	C	2¼	11 11/16	7	CC	Ha	Til	V	A-L	A-L	91
92	Gramm-Bernstein 115S	....	149	196	9500	3750	P 30x5	P 30x5	Con 16C	6-3⅜x4⅝	248.3	27.3	66-2900	L	C	C	2⅜	10 1/32	..	PC	No	Zen	G	A-L	A-L	92
93	Gramm-Bernstein..115	....	146	160	9500	4650	P 32x6	P 30x5	Lyc C4W	4-4x5	251.3	25.6	34-2000	L	G	C	2⅛	9 1/16	5	PC	No	Zen	G	A-L	A-L	93
94	Gramm-Bernstein ..B6	....	144	184	11000	4590	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	66-2900	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	94
95	G-P 45-6, 2-3 Ton....	2320	157	161	9500	4300	B7.50/20	DB7.50/20	Lyc	6-3⅜x4½	241.6	27.3	70-2800	L	G	C	2⅜	8 1/16	4	PC	No	Str	M	A-L	A-L	95
96	G-P 45-8, 2-3 Ton....	2320	142	161	9500	4400	B7.50/20	DB7.50/20	GU	8-3x4¾	268.0	28.8	90-3300	L	G	A	2⅜	8 11/16	5	PC	No	Str	M	A-L	A-L	96
97	Hahn & Selden 37	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	97
98	Hug................22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	57-2200	L	G	C	2⅜	8 11/16	4	PC	Bu	Zen	V	A-L	D-R	98
99	Hug................23	....	166	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	99
100	Hug................60	....	118	...	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1850	L	G	C	2⅛	7 11/16	3	PC	No	Zen	V	Els	D-R	100
101	Indiana...........120	....	156	170	12000	5400	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	No	Str	M	A-L	A-L	101
102	Indiana...........140	....	156	188	14000	......	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	102
103	Indiana.......111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	Els	Non	103
104	International......A-4	1860	145	185	......	5221	P 32x6	DP32x6	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/32	7	PC	Ha	Zen	V	D-R	D-R	104
105	Kenworth.........100	1995	164	182	......	4200	P 30x5	DP30x5	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	FC	No	Zen	M	D-R	D-R	105
106	Kleiber............100	....	158	170	10000	4100	B 7.00/20	DB7.00/20	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	106
107	LaFra.-Republic ..D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	107
108	Lange..............L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13½	7	PC	Pe	Str	M	A-L	A-L	108
109	Larrabee...........35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	G	D-R	D-R	109
110	LeMoon........HB18	2000	163	190	12000	3900	B7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248	27.3	65-2800	L	C	C	2⅜	10 1/32	7	PC	No	Str	G	D-R	D-R	110
111	Maccar...........40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9⅞	7	FP	No	Str	M	D-R	D-R	111
112	Mack..............BG	3000	138	192	......	......	P 32x6	DP32x6	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	112
113	Moreland........RR-7	2025	148	...	9300	4000	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	70-1300	L	..	C	2⅜	10 1/16	7	PC	No	Zen	M	A-L	A-L	113
114	Netco...............B	3000	155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	114
115	Noble.............146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8 11/16	4	FP	Bu	Str	V	A-L	A-L	115

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1½ Ton —Cont'd			
1	MeC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5½x3¼x⅛	C	99	54	34	40x2¼	54x2½	N	1
2	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5⅝x2½x¼	C	114	68	34	37x2¼	52x2½		2
3	Mod	P.M.M.	War T-9	U	4	No	MM. 4	Own 702	SF	H	6.16	39 5	Own 101	BE4IM	212	TX	Ros	5½x2¾x⅛	T	93⅝	53½	32½	40x2	46x2½		3
4	Mod	P.M.M.	M.M. "O"	U	3	No	MM. 4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5½x2¾x⅛	T	93⅝	53⅝	32½	40x2	46x2½		4
5	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98⅛	55⅝	32	40x2¼	52x2½	¼	5
6	Per	P.B-L	B-L 214	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½	6
7	Mod	D.B-L	B-L 214	U	4	No	Spi 4	Tim 53200H	BF	H	5.8	34.0	Tim 30000H	L4IH	308	TX	Ros	5⅝x3¼x¼	C	101	Opt	34	38x2¼	52x2½	N	7
8	G&O	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	P	109	60⅞	32	38x2	57½x2½	½	8
9	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	H	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x⅛	P	84	56	33	38x2¼	50x2½	N	9
10	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52300H	BF	H	5.83	37.4	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½		10
11	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF		6.85	31.7	Tim 11703H	L4IH	136	TX	Ros	6x3x⅛	C	96	58	34	37½x2¼	49½x2½	N	11
12	Per	D.B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	315	TX	Ros	6⅛x3x¼	C	117¾	74½	32	42 2½	54x2½	½	12
13	Per	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703H	L4IH	315	TX	Ros	6⅛x3x¼	C	117¾	74½	32	42x2½	54x2½	½	13
14	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅛	T	109	64½	33⅛	40½x2½	52¾x2½	N	14
15	Mod	D.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	T	108	72	34	40x2½	50x3	N	15
16	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	16
17	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	17
18	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅓	P	133½	83	34	36x2¼	48x2½	N	18
19	.....	P.Lon	Cla	U	4	....	Cle	Cla B-373	SF	H	5.6	36.9	Own	L4IH	230	X	Ros	7x2¾x⅓	C	126⅛	60⅛	34	40x2	50x2½	..	19
20	.....	P.Lon	Cla	U	4	....	Cle	Cla B-373	SF	H	5.6	33.7	Own	L4IH	230	X	Ros	7x2¾x⅓	C	126⅛	60⅛	34	40x2	50x2½	..	20
21	Own	P.Rus	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52½	40⅛	38x2	50x2½	N	21
22	Own	dp.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	280	TX	Ros	6⅛x3¼x⅛	C	97⅛	52½	40⅛	38x2	50x2½	N	22
23	MeC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x⅛	C	91¼	37½	34	36¾x2	50x2½	½	23
24	MeC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	6.62	....	Sal	S4IM	275	TX	War	6x2¼x⅛	C	109¼	72¾	34	36¾x2	50x2½	..	24
25	You	P.B&B	Ful WO	U	4	No	Spi	Tim 53200A	BF	H	5.83	31.2	Tim 11703H	L4IH	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	N	25
26	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	26
27	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	27
28	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅓	P	133½	83	34	36x2¼	48x2½	N	28
29	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2½x⅓	C	96	57	34	38x2¼	50x2½	N	29
30	Per	P.B&B	W-GT9	U	4	No	Spi	Cla	BF	H	5.66	36.2	Cla	L4IH	228	TX	Ros	6x2¾x⅓	C	96	57	34	38x2¼	50x2½	N	30
31	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x⅓	C	77⅛	40⅛	32	38½x2¼	50x2½	..	31
32	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x⅓	C	77⅛	40⅛	32	38½x2¼	50x2½	..	32
33	Own	P.B&B	War	U	4	No	Spi 3	Cla	SF	H	5.6	22.0	.....	B4IM	....	TX	Ros	7½x2¼x⅓	C	194⅜	48⅝	32	38½x2¼	50x2½	N	33
34	MeC	Lon	WGASI-T9	U	4	....	Spi	Clark B-737	SF	H	5.66	35.8	Clark 208B	B4IM	224	....	Ros	6x2¾x⅛	..	85½	50½	34	36x1¾	45x2½	..	34
35	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	CX	Han	6⅝x3⅛x¼	C	115⅛	68⅛	34⅝	41x2	54x3	N	35
36	You	D.Ful	Ful MLU	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA10	O2IM	320	RI	Ros	5½x2¼x⅛	C	130¾	78¾	30	40x2¼	50x3	½	36
37	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	6x2¾x⅛	C	86¾	51½	37	36x1¾	45x2½	N	37
38	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	7⅛x2¾x⅛	C	121½	77½	37	36x1¾	45x2½	N	38
39	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4IH	....	TX	Ros	6x2½x¼	C	.....	.....	32	41x2¼	54x3	½	39
40	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 53200H	BF	H	5.66	31.2	Tim 30000H	L4IH	....	TX	Ros	6x2½x¼	C	.....	79½	32	41x2¼	54x3	½	40
41	Chi	D.B-L	B-L	U	4	No	Blo 2	Tim	SF	H	Opt	Opt	Tim	L4IH	380	TX	Ros	6–3½x¼	C	Opt	Opt	34	40x2¼	49x2½	½	41
42	Per	dp.Lon	WG T9	U	4	No	Spi 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2¾x⅛	T	126	70	34	38x2½	54x2½	½	42
																								1¾ Ton		
43	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	43
44	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x⅛	C	95	51	34	38x2¼	50x2½	N	44
45	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	45
																								2 Ton		
46	Per	..B-L	B-L 314	U	4	....	Spi	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3½x¼	P	144	92	34	38x2½	54x2½	½	46
47	G&O	P.B&B	Own	A	4	No	Spi	Tim65400BX	WF	R	6.0	28.8	Tim 14703BX	B4IM	....	TD	Ros	6½x2¼x¼	C	Opt	Opt	32	42x2½	54x3	¼	47
48	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5¾x3¾x¼	..	142	81½	34	38x2½	50x7½	..	48
49	Per	P.B&B	Cov W4C	U	4	....	Spi 400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3	..	49
50	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x⅓	C	115¼	63⅜	34	40x2½	54x3	N	50
51	Per	dp.Lon	B-L 51	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x⅓	C	115¼	63⅜	34	40x2½	54x3	½	51
52	You	P.Jon	W-GT9	U	4	No	Spi 3	Tim 53200 H	BF	H	6.2	40.1	Tim 30000 H	L4IH	937	TX	Ro	6x2¼x⅓	C	Opt	Opt	31¾	38x2¼	48x2½	½	52
53	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.5	Shu 5429	L4IH	294	TX	Ros	6x2¼x⅓	P	Opt	Opt	31¾	38x2¼	50x3	½	53
54	G&O	P.B&B	.....	U	4	....	Spi	Tim	SF	R	5.83	37.4	Col	CB4IM	....	CD	Ros	5½x2½x¼	C	113	67	34	37x2½	52x2½	½	54
55	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	55
56	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	356	CX	Ros	7¼x3x¼	T	108	69	34	40x2½	54x3	½	56
57	Chi	P.B-L	B-L 214	A	4	No	Spi 3	Tim 56200H	BF	R	6.2	39.7	Tim 31000H	L4IH	338	TX	Ros	7½x3¼x⅛	T	.....	.....	33½	41½x2½	54x3	½	57
58	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	WF	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x⅛	T	Opt	Opt	33¼	40¼ 2½	51½x3	N	58
59	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		59
60	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅓	P	133½	83	34	36x2¼	48x2½	N	60
61	Own	D.B-L	B-L 35	U	4	No	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	306	TD	Ros	6x3x¼	C	Opt	85	32¼	36x2½	46x2½	½	61
62	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	26x2¼	45x2½	½	62
63	Per	D.Jon	1W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	63
64	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	64
65	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 31000H	L4IH	452	TX	Ros	7x3½x¼	T	Opt	Opt	34	38x2¼	54x3	½	65
66	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x¼	P	96	53	34	38x2¼	50x2½	N	66
67	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 14703H	L4IH	306	TX	Ros	7x3¼x¼	C	135½	79	33½	40x2¼	54x3	½	67
68	G&O	P.B&B	W-G	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IH	350	TX	Ros	6¾x2¾x⅛	T	126	72	34	42x2¼	53x2½	½	68
69	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6¼x2¾x⅛	C	117	73¾	34	45¼x2½	53x2½	½	69
70	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	L4IH	350	CD	Jac	9½x2½x⅛	C	124½	69¾	33½	42x3	56x3½	½	70
71	Lon	P.	Own	U	4	No	Own3	Own	SF	H	6.38	43.7	Own	L4IH.	350	CD	Jac	9½x2½x⅛	C	144½	84¾	33½	42x3	56x3½	..	71
72	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	61	45	31	35x2½	48½x2½	½	72
73	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	73
74	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	74
75	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	....	2I	Ros	6x3½x¼	C	.....	.....	34	39x2½	50x2½	N	75
76	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54004 H	BF	H	5.83	37.3	Tim 12703 H	L4IH	....	TX	Ros	5½x3x¼	C	144	83½	....	37x2½	56x3	N	76
77	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	2I	Ros	6x3¼x¼	C	119	71	34	40x2¼	52x3	½	77
78	Lon	B-L	B-L 214	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3		78
79	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	44.7	Own H	O4XM	252	2I	Ros	5½x2¼x⅛	C	120½	86½	36	42¾x2½	52¾x2½	½	79
80	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5½x2¼x⅛	C	115½	81½	36	42¾x2½	52¾x2½	½	80
81	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		81
82	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅓	P	133½	83	34	36x2¼	48x2½	N	82
83	Lon	P.Own	Own	U	4	No	Spi	Own	SF	H	6.2	40.7	Own	B4IM	377	TX	Jac	6x2¼x⅓	P	87	48	34	38x2	50¼x2½	N	83
84	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.83	29.6	Own	B4IM	377	TX	Jac	6x2¼x⅓	P	87	48	34	38x2	50¼x2½	N	84
85	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	85
86	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6⅛x3x⅓	P	107	59	34½	38x2½	50x3	½	86
87	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	F	R	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3½x⅓	C	.....	.....	32½	40x2½	54x2½	½	87
88	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	88
89	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	89
90	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	90
91	Own	P.B&B	.....	U	4	No	Blo	.....	H	.....	.....	.....	.....	M4CW	....	2I	Ros	6x2½x¼	C	126	73⅝	34	38x2¼	50x2½	½	91
92	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	½	92
93	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	93
94	You	D.Ful	Ful KU-10	U	4	No	Blo	Tim 54002H	BF	H	5.83	37.9	Tim 12703H	L4IH	308	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3	N	94
95	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	T	.....	.....	....	40x2½	54x3	½	95
96	Own	D.Ful	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	T	.....	.....	....	40x2½	54x3	½	96
97	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	.....	.....	Tim 12703 H	L4IH	....	TX	Ros	5¾x2¾x¼	C	120	.....	34	41x2¼	50x2½	N	97
98	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla B510	S½	H	5.66	35.9	Cla 304 F304	L4IH	288	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54½x3	½	98
99	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54½x3	½	99
100	You	D.B-L	B-L 514	U	4	No	Blo 2	Wis 6600B	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x⅛	I	61½	52	....	38½x2	37½x2½	¼	100
101	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.83	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	101
102	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.66	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	102
103	MeC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.57	35.2	Shu	K2IM	270	TX	Ros	6⅛x3¼x¼	T	50½	43	34	40x2½	38¼x2½	N	103
104	Mod	P.Own	Own A-5	U	5	No	MM6	Own 901	S½	H	6.50	47.8	Own 251	BE4IM	378	2I	Ros	7x3¼x¼	T	104	61½	34	42x3	54x3	¼	104
105	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54300 H	SF	H	5.83	37.4	Cla F 304	L4IH	337	TD	Ros	5¼x3¼x¼	P	126	82	34½	40x2½	52x3	½	105
106	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	BF	H	6.16	38.7	Tim 31000H	L4IH	452	TX	Ros	7½x3x¼	T	126	76	34	38x2½	52x2½	½	106
107	G&O	P.B&B	Ful KU	U	4	No	Spi-3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L4IH	448	TX	Han	6x2x¼	C	109	60⅞	32½	38x2	57½x2½	½	107
108	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	CD	Ros	6x2½x¼	P	104	62	33	40x2½	56x3	½	108
109	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2½	54x2½	½	109
110	Chi	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	H	6.8	43.6	Tim 31000H	L4IH	380	TX	Ros	6½x3¼x⅛	C	128	81	34	37½x2¼	50x2½	N	110
111	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	38.7	Tim 14703H	L4IHV	365	FD	Ros	7x3x¼	C	114	72½	32	42x2½	54x2½	½	111
112	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x⅛	T	96	54½	33¼	42x2½	54x3		112
113	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	R	5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7⅛x2¾x¼	C	132	78	34	40x2½	54x3	½	113
114	Mod	D.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3x¼	C	120	84	34	40x2½	50x3		114
115	Chi	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¼	C	128	88	34	40x2¼	48x3	N	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Omort 200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	1
2	Pierce-Arrow PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¾x4½	298	33.7	70-2600	L	G	C	2⅝	13¼	7	FP	Han	Zen	M	D-R	D-R	2
3	Relay 40	3240	168	185	.....	5500	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	3
4	Relay 40CB	3290	168	....	.....	5750	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L	G	C				PC	No	Zen	V	A-L	A-L	4
5	Relay 81	2030	162	....	.....	4700	P 32x6	DP32x6	Bud HS6	6-3¼x4½	241.6	27.3	53-2200	L	G	C	2⅛	8	4	PC	No	Zen	V	A-L	A-L	5
6	Relay 50	3860	161	....	13600	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	6
7	Reo FAX	1295	137	156	11000	3525	B 6.50/20	DB6.50/20	Own	6-3¾x5	268.3	27.3	67-2800	L	C	A	2⅛	12	7	CC	No	Sch	V	D-R	D-R	7
8	Reo FE	1395	152	156	11000	3700	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2⅛	12	7	CC	No	Sch	V	D-R	D-R	8
9	Reo FFX	1395	156	156	11000	3750	B 6.50/20	DB6.50/20	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2⅛	12	7	CC	No	Sch	V	D-R	D-R	9
10	Schacht De Luxe 20	....	160	174	.....	5300	B 7.50/20	DB 7.50/20	Con 16C	6-3¾x4⅝	248.3	27.3	65-2600	L	C	C	2⅜	10⅛	7	FP	No	Zen	M	D-R	D-R	10
11	Service 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	11
12	Service 811	2030	162	....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3¼x4½	241.6	27.3	53-2200	L	G	C	2⅛	8	4	PC	No	Zen	V	A-L	A-L	12
13	Sterling FB45	....	159	182	.....	4080	B6.50/20	DB6.50/20	Con 16C	6-3¼x4⅝	248.	28.0	66-3000	L	C	C	2⅜	9⅛	7	CC	....	Zen	M	D-R	D-R	13
14	Sterling FB55-2, 2½ T	....	159	182	.....	4580	B7.00/20	DB7.00/20	Con 16C	6-3¼x4⅝	248.	28.0	66-3000	L	C	C	2⅜	9⅛	7	CC	....	Zen	M	D-R	D-R	14
15	Stewart 28X	1495	136	176	.....	4058	B6.50/20	DB6.50/20	Lye 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9⅛	4	FP	No	Str	V	D-R	D-R	15
16	Stewart 29XS	1695	145	176	.....	4960	P 32x6	DP32x6	Lye ASA	6-3⅜x4½	278	31.5	85-3100	L	G	C	2⅛	9⅛	4	FP	No	Str	G	D-R	D-R	16
17	Studebaker S-50	895	148	160	.....	3810	B 6.50 20	DB6.50/20	Own	6-3½x4½	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	Ha	Str	M	D-R	D-R	17
18	White 56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45-1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	L-N	L-N	18
19	White 611	2550	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅜	10⅛	7	FP	Ha	Zen	V	D-R	D-R	19
20	White 160-161 1 to 2T	....	138	157	.....	.....	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	20
21	White 162 1 to 2T	....	138	157	10000	4260	P 30x5	DP30x5	Own GRCB	4-4x5¾	289.	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	21
22	Witt-Will C2B	2450	158	....	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	22
23	Witt-Will C2W	2550	158	....	12500	5400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	23
24	Witt-Will R2B	....	158	....	12500	5820	B 6.50/20	DB6.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	24
25	Witt-Will R2	....	158	....	13200	5800	B 6.50 20	DB32x6	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	25
26	Woods 41	2550	170	Op	.....	5275	B 7.00/20	DB7.50/20	Her WXB	6-3¾x4½	298	33.7	68-2400	L	G	C	2⅝	13¼	7	PC	No	Str	M	A-L	A-L	26
27	World DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lye 4SL	6-3½x4½	224	25.3	61-2750	L	C	C	2⅜	7⅛	4	PC	No	Zen	V	A-L	A-L	27
28	World DA-88	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lye GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	28
	2½ Ton																									
29	Amer. LaF...Chief 9R	3900	180	Op	14000	6200	P 34x7	DP34x7	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	29
30	Atterbury 50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lye ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	30
31	Autocar D	3500	150	192	16000	5710	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	31
32	Available T-23	....	Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298.0	33.8	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	32
33	Available T-27	....	Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298	33.8	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	33
34	Brockway 140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	34
35	Brockw'y. 2½-3T.141	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	K P	Zen	M	A-L	A-L	35
36	Chicago 1-24-A	....	160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358.0	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	36
37	Coleman C30	....	120	144	.....	7700	P 38x7	P 38x7	Bud DW6	6-3¾x5	331.0	27.3	73-2400	L	G	C	3	9½	7	FP	Bu	Zen	V	D-R	D-R	37
38	Commerce 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	38
39	Commerce 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56.2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	39
40	Condor CD	1950	160	196	17000	5200	B 7.50/20	DB7.50/20	Lye ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	40
41	Day Elder 130	2895	150	204	13000	6400	B 7.50/20	DB7 50/20	Con 16R	6-4x4⅛	311.0	38.4	75-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	41
42	Diamond T 303	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¼x4½	298.0	33.7	57-2400	L	G	C	2⅜	13¼	7	PC	Ha	Zen	M	A-L	A-L	42
43	Diamond T .551-2½-3	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅜	13¼	7	PC	Ha	Zen	M	A-L	A-L	43
44	Douglas CD4	3855	190	Op	17500	5800	P 34x7	P 36x8	Bud EBU-I	6-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅜	10⅞	3	PC	Bu	Zen	E	L-N	L-N	44
45	Douglas CD6	3955	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	45
46	Fageol 250	2750	178	196	.....	5750	P 34x7	DP34x7	Wau MK	6-4¼x4¾	381	40.8	82-2200	L	G	A	2½	12⅛	7	PC	No	Zen	V	D-R	D-R	46
47	Federal A6T	2185	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	248	27.3	64-`500	L	C	C	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	47
48	Federal A6TW	2360	151	176	15000	5110	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	248	27.3	64-2500	L	C	C	2⅜	10⅛	7	PC	KP	Zen	V	D-R	D-R	48
49	Fisher-Standard 25A	....	156	162	13200	4000	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	A	2⅜	10⅛	7	FP	No	Zen	M	A-L	A-L	49
50	F.W.D. HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	M	R-Bo	N-E	50
51	Garford 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	51
52	Garford 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	52
53	(X)Gen. Mot. T-26	1415	130	164	11000	3880	B 6.50/20	DB6.50/20	Own 257	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	53
54	(X)Gen.Mot. T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	54
55	(X) Gen Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	55
56	(X)Gen Mot. T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	56
57	Gotfredson RB56	....	120	144	13800	5200	B8.25/20	DB8. 25/20	Bud K358	6-4x4¾	358.0	38.4	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	57
58	Gramm D,2½	....	160	224	17000	5100	B 7.50/20	DB7.502/0	Lye ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9½	4	PC	No	Zen	M	A-L	A-L	58
59	Gramm 1995	164	224	.....	3900	P 32x6	P 34x7	Knight	6-3½x4¾	255.0	27.3	70-2600	S	C	C	2½	12⅞	7	CC	Ha	Til	V	A-L	A-L	59
60	Gramm-Bernstein. K	....	160	....	14000	5100	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9⅞	7	FP	....	Zen	V	A-L	A-L	60
61	Gramm-Bernstein D	....	152	212	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311.0	38.4	73-2400	L	C	C	2¾	13⅞	7	FP	No	Zen	V	A-L	A-L	61
62	Hahn & Selden 39	....	164	....	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	62
63	Hendrickson St. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	63
64	Hug 61, 2½-3 Ton	....	....	....	.....	.....	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	80-2800	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	A-L	64
65	Hug 85-2½-3T	....	114	114	16250	8250	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9⅛	3	PC	Bu	Zen	V	Eis	D-R	65
66	Hug 85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9⅛	3	PC	Bu	Zen	V	Eis	D-R	66
67	Indiana 140	....	156	188	14000	6100	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	67
68	Indiana 115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56-2000	L	G	C	2	9¼	3	CC	No	Str	G	Eis	A-L	68
69	Indiana 615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅜x5	268.3	27.3	65-2500	H	C	C	2½	7⅜	3	CC	KP	Str	G	Eis	A-L	69
70	Indiana 141,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	K P	Str	M	A-L	A-L	70
71	International W-1	3850	148	200	.....	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R-Bo	D-R	71
72	Kenworth 125	2650	157	183	.....	5200	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	HA	Zen	M	D-R	D-R	72
73	Kleiber 120	....	170	180	12000	5150	B 7.50/20	DB7.50/20	Bud	6-3¾x4½	298.2	33.8	86-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	73
74	LaFra.-Republic F3	....	174	198	13000	5500	P 34x7	DP34x7	Lye A-S-D	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	74
75	Lange O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80-2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	75
76	Larrabee 45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.1	38.4	70-2400	H	C	C	2½	13⅛	7	FP	No	Zen	G	D-R	D-R	76
77	LeMoon HB22	2400	163	190	14000	4600	B 7.50/20	DB7.50/20	Wau 6MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2½	12⅛	7	PC	No	Str	G	A-L	A-L	77
78	Mack BF	3950	156	180	.....	.....	B 8.25/20	DB8.25/20	Own BG	6-3⅜x5	309.6	31.5	75-2600	L	G	C	2⅝	10⅛	7	FP	Ha	Str	V	N-E	N-E	78
79	Netco C	3500	148	200	14500	6000	B 8.25/20	B 8.25/20	Wau MK	6-4½x4¾	462.0	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	79
80	Omort 250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	80
81	Omort 25	....	130	130	16000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	81
82	Oshkosh L	4375	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339.0	38.4	70-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	L-N	82
83	Relay 40CC	3325	168	....	.....	5950	P 36x6	DP36x6	Bud DW6	6-3¾x5	331	33.7	64-2100	L	....	....	....	....	....	PC	No	Zen	V	A-L	A-L	83
84	Relay 40	3275	168	185	.....	5700	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	84
85	Relay 50	4000	161	....	.....	7000	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	85
86	Relay 60DA	4555	175	192	.....	7350	P 36x6	DP36x6	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	86
87	Reo FCX	1645	152	....	1300	4025	P 32x6	DP32x6	Own	6-3¾x5	268.3	27.3	67-2800	L	C	A	2⅛	12	7	CC	No	Sch	V	D-R	D-R	87
88	Reo FDX	1745	168	....	1300	4075	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2⅛	12	7	CC	No	Sch	V	D-R	D-R	88
89	Reo FHX	1595	142	....	1300	4165	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2⅛	12	7	CC	No	Sch	V	D-R	D-R	89
90	Schacht De Luxe 20A	....	136	174	.....	5500	B 7.50/20	DB 7.50/20	Con 16C	6-3¾x4⅝	248.3	27.3	65-2600	L	C	C	2⅜	10⅛	7	PC	No	Zen	..	D-R	D-R	90
91	Service 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	91
92	Service 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	92
93	Sterling FB65	....	174	204	.....	5455	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	93
94	Stewart 18X	2690	165	220	.....	5901	P 32x6	DP32x6	Lye TS	6-3⅝x5	354	36.2	90-2750	L	G	C	2⅝	10	4	FP	Pe	Str	V	D-R	D-R	94
95	Stewart 32X	1990	162	2..0	.....	5230	P 32x6	DP32x6	Lye ASA	6-3½x4½	278.0	31.5	80-2500	L	G	C	2⅝	9⅛	4	PS	Ha	Str	P	D-R	D-R	95
96	Studebaker 88	3295	184	....	.....	4920	B7.50/20	DB 7.50/20	Own	8-3¼x4⅜	337.0	39.2	115-3200	L	G	C	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	96
97	Ward-La France25R13	....	Op	Op	13000	.....	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.	77-2000	L	G	C	2⅝	12⅛	7	FP	Ha	Str	M	D-R	D-R	97
98	Ward-La France25B13	....	Op	Op	13000	.....	B 7.50/20	DB7.50/20	Own	8-3½x4½	322	36.4	100-2400	L	C	C	2⅝	10⅛	7	FP	Ha	Str	M	D-R	D-R	98
99	White 51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	..	99
100	White 210-1, 1½-2½	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	100
101	White.212, 1½-2½T	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	101
102	White 612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	299	33.7	61-2100	L	C	S	2⅜	10⅛	7	FP	Ha	Zen	M	D-R	D-R	102
103	White 620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	13⅛	7	FP	On	Zen	M	D-R	D-R	103
104	Wichita 6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	104
105	Witt-Will R2B	2900	158	....	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	105
106	Witt-Will R2	3000	158	....	12500	5800	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	106
107	World DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lye GU	8-3x4¾	268	28.8	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	107
	3 Ton																									
108	Acme 6X	....	186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	38.4	82-2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	108
109	Armleder 31	....	Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	D-R	D-R	109
110	Atterbury R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	110
111	Atterbury 60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lye ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	111
112	Atterbury 65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.0	38.4	81-2500	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	112
113	Autocar H	4100	114	161	19000	6525	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N	113
114	Autocar 2½-3T SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	R-Bo	L-N	114
115	Autocar 2½-3T..SCH	4300	157	203	19000	7060	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	115

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																								2 Ton—Cont'd		
1	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W21M	250	2I	Ros	6x3x¼	C	84	49	33¾	36x2½	54x3	N	1
2	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7⅝x4x⅛	C	123⅜	69⅝	34	38x2½	56x3		2
3	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	3
4	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	4
5	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	5
6	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	6
7	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2¼	50x2½	..	7
8	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6½x3⅛x⅛	C	111⅛	67⅛	40⅝	38x2¼	54x2½	N	8
9	Own	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6½x3⅛x⅛	C	123⅛	71⅛	40⅝	38x2¼	50x2½	N	9
10	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54200 H	SF	H	5.83	31.2	Tim 12703 H	L4IH	452	TX	Ros	6x3x¼	P			31½	40x2½	50x3	¼	10
11	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	11
12	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	12
13	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	R	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x2½	½	13
14	Per	D.B-L	B-L 214	U	4	No	Spi	Tim	BF	R	5.83	36.3	Tim	L4IHV	282	TX	Ross	6x2⅝x¼	P	116	76	34	42x2½	54x3	½	14
15	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	S½	R	6.37	47.0	Tim	B4IM	..	TX	Ros	7½x3¼x⅛	C	114¾	63¾	32	38½x2¼	50x2¼	½	15
16	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	S½	R	6.37	44.4	Cla	B4IM	..	TX	Ros	7½x2⅜x⅛	C	114¾	63¾	32	38½x¼	50x3	½	16
17	McC	Lon	WGASI-T9	U	4	....	Cle	Tim54200-A1	SF	H	5.83	37.4	Tim	B4	276	..	Ros	7x2¾x⅛	..	106⅜	69⅛	34	39x2	56x3	..	17
18	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119⅜	81⅝	36	41½x2½	47½x3	N	18
19	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6⅝x3⅛x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	..	19
20	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34⅝	39x2¼	50x2½	N	20
21	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34⅝	39x2¼	50x2½	N	21
22	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	6.16	36.4	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	22
23	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	7.4	41.0	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	23
24	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56200H	BF	H	5.28	28.3	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	24
25	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	25
26	Chi	D.B-L	B-L 314	U	4	No	Blo 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3½x¼	P	Opt	Opt	34	40x2¼	54x2½	½	26
27	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.7	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	27
28	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	28
																								2½ Ton		
29	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	..	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	29
30	Per	P.B&B	Cov W4C	U	4	....	Spi	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	..	173	105	34	39x2½	56x3	..	30
31	Per	dp.Lon	B-L 51	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6⅞x3x⅛	C	115¼	63⅜	34	40x2½	54x3	½	31
32	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	360	TX	Ros	6x2½x⅝	C	Opt	Opt	32	38x2¼	50x3	½	32
33	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 64800H	WF	R	7.3	39.0	Shu 5572	L4IH	360	TX	Ros	7x2½x⅝	C	Opt	Opt	32	40x2½	50x3	½	33
34	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	386	CD	Ros	7½x3¼x¼	T	108	69	34	40x2½	54x3	½	34
35	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.7	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	35
36	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 33020H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54⅜x3	..	36
37	Per	D.Ful	Ful G U14	U	8	....	Spi	Wis	2F	..	8.05	154	Wis	L4IH	....	FD	Ros	10x2½x⅜	..	108	78	30	48x3	48x3	C	37
38	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	38
39	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	39
40	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	40
41	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 33000H	L4IH	354	TX	Ros	7x4x¼	C	124½	69	33½	40x2¼	56x3	½	41
42	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x⅛	C	117	73½	34	45¼x2½	53x2½	½	42
43	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	117	73¼	34	45¼x2½	56x3	½	43
44	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W21M	538	CX	Ros	7x3½x¼	T	192	104	31	46x2½	54x3	½	44
45	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W21MV	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	45
46	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200 H	BF	H	6.16	37.3	Tim 33020 H	L4IH	355	TX	Ros	6⅛x3x¼	C	167⅛	97⅛	34	41x2½	56x3	N	46
47	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	7.80	49.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	47
48	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	8.75	52.9	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	48
49	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	86½	32	40x2	54x3	N	49
50	Per	D.B-L	B-L 60	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5⅛x2¾x⅛	C	115	80	36	42¾x2½	52⅝x2½	N	50
51	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	51
52	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	52
53	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6¼x2¼x¼	P	87	48	34	38x2	50¼x2½	½	53
54	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	54
55	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	35.5	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	55
56	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6⅛x3x⅛	P	107	59	34⅛	38x2½	50x3	½	56
57	McC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	C	....	....	32½	40x2½	54x3	½	57
58	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	58
59	Own	D.Jon	.....	U	4	Blo	.....	.....	.....	.....	.....	.....	.....	M4CW	....	2I	Ros	7x2½x¼	C	150	87¼	34	40x2¼	52x3	..	59
60	You	D.B-L	B-L 314	U	4	No	Spi	Tim 64800-H	W-F	H	6.4	42.2	Tim 14703H	L4IHV	354	TX	Ros	6x2½x¼	C	144	87¾	34	42x2¼	52x3	..	60
61	You	D.B-L	B-L 35	U	4	No	Blo	Tim 65001H	WF	H	6.75	36.0	Tim 15733H	L4IHN	400	TX	Ros	6½x2¾x¼	C	120	72¼	34	42x2¼	56x3	..	61
62	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	....	TD	Ros	7x2½x¼	C	120	....	34	41x2¼	52x3	N	62
63	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 58000H	BF	R	Opt	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x⅛	P	Opt	Opt	32½	40½x2½	50½x3	N	63
64	You	B-L	B-L 51-4	U	4	No	Blo 3	Wis 6600	2F	H	6.92	37.0	Shu 5550	W21M	300	....	Ros	6x3x⅛	I	....	....	....	41½x2½	48½x3	..	64
65	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3⅛x½	I	92	59½	34½	41½x2½	54½x3	¼	65
66	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3⅛x½	I	92	59½	34½	41½x2½	54½x3	¼	66
67	G&O	D.B-L	B-L 35	U	4	No	Spi 2	Wis	2F	R	6.6	35.3	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	67
68	Lon	P.B&B	B-L 35	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6⅛x3¼x⅛	C	87⅛	56¾	34	40x2½	50x3	N	68
69	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x⅛	C	138	83	34	40x2½	50x3	N	69
70	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	70
71	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	71
72	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 33000 H	L4IH	337	TD	Ros	8x2¼x¼	C	114	74¼	31½	40x2½	52x3	½	72
73	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	SF	H	6.17	33.4	Tim 31000H	L4IH	354	F	Ros	7½x3x¼	T	Opt	Opt	34	38x2½	52x3	½	73
74	Per	D.Ful	FulMLU12	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 33020H	L4IHV	628	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	74
75	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2½x¼	C	106	65	33	40x2½	56x3	½	75
76	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x2½	½	76
77	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	WF	H	6.4	41.2	Tim 33000H	L4IH	578	TX	Ros	6½x3¾x⅛	C	128	81	34	37½x2¼	50½x2½	N	77
78	Own	P.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7⅛x3x⅛	T	132	....	....	44x2½	54x3	..	78
79	Mod	D.B-L	B-L 51	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	C	132	96	34	40x2½	50x3	½	79
80	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x⅛	I	84	49	33¾	40x2½	54x3	..	80
81	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	....	TD	Ros	6x3½x⅛	I	84	53½	31	40x2½	54x3	..	81
82	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	142	2I	Han	7x2½x¼	..	113¼	83⅞	34	44x2½	50x3	..	82
83	Lon	D.Ful	FuMG U14	U	4	....	Blo	Own 30	2R	..	6.45	41.8	Tim 35000 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	Y	83
84	Lon	D.B-L	B-L 35	U	4	....	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	84
85	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	85
86	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	....	7x3½x¼	P	156	97½	34	42x2½	54x3	..	86
87	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6½x3⅛x⅛	C	111⅛	67⅛	40⅝	38x2¼	50x2½	N	87
88	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	127⅛	83⅛	40⅛	38x2¼	50x2½	N	88
89	MeC	P.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x⅛x¼	C	87⅛	57⅛	40⅛	38x2¼	50x2½	N	89
90	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000	BF	H	5.83	31.2	Tim 12703 H	L4IHV	578	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	¼	90
91	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	91
92	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	92
93	Mod	D.Own	Own	U	4	No	Spi	Tim	BF	R	6.16	39.1	Tim	L4IHV	330	TX	Ross	10x3¼x¼	C	144	91	34	42x2½	54x3	½	93
94	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	113⅛	80¼	32	40x3	56x3	½	94
95	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	113⅛	80¼	32	38x2¼	50x3	½	95
96	Lon	D.Lon	Ful	U	4	No	Spi 3	Eat	S½	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8⅛x3x½	C	143⅝	91⅝	41⅜	38x2½	56⅝x3	N	96
97	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	97
98	Mod	P.B-L	B-L	U	4	No	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	98
99	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178⅛	84⅝	34	40½x2½	54⅜x3	N	99
100	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅛x⅛	C	115⅞	68⅛	34⅝	41x2½	54x3	N	100
101	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅛x⅛	C	115⅞	68⅛	34⅝	41x2½	54x3	N	101
102	.....	P.Own	Own 5B	U	4	No	.....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	TX	Han	6⅝x3⅛x⅛	C	115⅞	68⅛	34⅝	41x2½	54x3	N	102
103	.....	P.Own	Own 4B	U	..	....	Spi 4	Own 14C	SF	R	6.38	41.8	Own 110	OL4IHV	349	CI	Ros	7⅛x3⅛x⅛	C	107½	67½	34	41x2½	54x3	N	103
104	You	D.Ful	FlJVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141⅞	83⅞	30	40x2¼	56x3	½	104
105	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	BF	H	6.28	28.3	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	105
106	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 64800H	WF	H	6.0	32.1	Tim 33000H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	106
107	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	107
																								3 Ton		
108	Per	B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99½	34	40x2½	54x3	½	108
109	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	.....	.....	Tim 14703 H	L4IH	.....	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62⅝x2½	..	109
110	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼	C	148½	90½	34	41½x3	54x3½	¼	110
111	Per	D.B-L	Cov W4C	U	4	....	Spi	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	..	173	106	34	39x2½	56x3	..	111
112	Per	D.B-L	B-L 551	U	4	....	Spi	Tim 65200H	W	H	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	..	197	119	34	40x3	56x3	..	112
113	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	434	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	113
114	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	114
115	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own CJ	O2IM	328	TD	Ros	7x2½x¼	C	133¼	74¾	34½	41x2¼	53x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Autocar....N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	1
2	Available....T-30	....	Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6-4x4¾	358.1	38.4	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	2
3	Available....T-37	....	Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	380.9	40.8	87-2500	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	3
4	Brockway.2½-3T.141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	4
5	Brockway....170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	5
6	Brockway....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	6
7	Brockway....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	7
8	Chicago....1-30-A	....	160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	8
9	Clinton....65	....	184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅜r	10 1/16	3	PC	Bu	Zen	V	Spl	D-R	9
10	Coleman....D40	....	130	180	16600	8500	P 40x8	P 40x8	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	10
11	Commerce....60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	11
12	Concord....JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	12
13	Condor....CE	2530	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	A	2¾	10	4	PC	No	Zen	M	A-L	A-L	13
14	Condor....CEB	....	190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	14
15	(Z)Corbitt....12W6	....	165	220	14700	4910	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	15
16	(Z)Corbitt....12B6	....	163	220	14700	4870	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	16
17	Day-Elder....160	3695	156	204	1600C	6600	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	M	D-R	D-R	17
18	Diamond T....506	2950	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	384.0	43.3	85-2200	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	L-N	L-N	18
19	Diamond T....504	2650	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	19
20	Diamond T....551	2250	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	20
21	Diamond T 603-3,4Ton	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	21
22	Diamond T 606-3,4Ton	3400	177	244	19000	7500	B 9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	48.6	100-2200	L	G	C	3	15	7	PC	Ha	Zen	M	L-N	L-N	22
23	Dodge Bros....	1515	135	135	12250	4235	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16 r	11	7	PC	KP	Zen	V	N-E	N-E	23
24	Dodge Bros....	1565	165	165	12220	4520	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16 r	11	7	PC	KP	Zen	V	N-E	N-E	24
25	Dodge Bros....	1615	185	185	12715	4715	P 32x6	DP32x6	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16 r	11	7	PC	KP	Zen	V	N-E	N-E	25
26	Dodge Bros....F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D.R	26
27	Dodge Bros....F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	27
28	Dodge Bros....F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	28
29	Douglas....D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50-1400	L	G	C	2⅜	9 11/16	3	PC	Bu	Zen	E	L-N	L-N	29
30	Douglas....D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5⅛	386.4	38.4	78-2300	L	G	C.	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	30
31	Douglas....D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud K428	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	31
32	Duplex....FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	3 11/16 r	10 1/16	3	PS	No	Zen	V	Eis	A-L	32
33	Duplex....SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud K428	6-4⅜x4¾	428.0	45.9	102-2400	L	G	C	3r	9⅞	7	FP	No	Zen	M	A-L	A-L	33
34	Fageol....300	3250	178	196	......	6250	B 9.00x20	DB9.00x20	Wau MK	6-4⅛x4¾	381.0	40.8	82-2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	34
35	Federal T10B 2½-3 T.	2740	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 1/16	7	PC	KP	Zen	M	D-R	D-R	35
36	Federal T10W 2½-3 T.	2915	165	201	18000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 1/16	7	PC	KP	Zen	M	D-R	D-R	36
37	Fisher-Std....30A	....	160	...	16800	5600	P 34x7	DP34x7	Con 11R	6-3⅞x4⅛	291.9	35.0	64-2500	H	C	C	2½	12 1/16	7	FP	Ha	Zen	M	D-R	D-R	37
38	Fisher-Std....31A	....	160	...	16800	5800	P 34x7	DP34x7	Con 11R	6-3⅞x4⅛	291.9	35.0	64-2500	H	C	C	2½	12 1/16	7	FP	Ha	Zen	M	D-R	D-R	38
39	F.W.D....B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4¾x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	R-Bo	N-E	39
40	Garford....60	4650	175	192	......	7100	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	40
41	(X)Gen. Mot....T-26	1450	130	164	11000	4025	B 7.00/20	DB7.00/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	41
42	(X)Gen. Mot....T30	1750	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	42
43	(X) Gen. Mot....T-31	1850	141	181	14000	4635	P 32x6	P 36x8	Own 257	6-3 7/16x4⅝	275.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	43
44	(X)Gen.Mot....T42	1950	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	44
45	(X)Gen Mot....T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	45
46	(X)Gen. Mot....T-45	1995	141	181	16000	5065	B7.50/20	DB7.50/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	46
47	(V)Gotfredson RB66C	....	...	...	20900	6100	B9.00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	47
48	Gotfredson....RW6C	....	...	...	20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4⅛x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	48
49	Gramm....E-330, 3	....	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	49
50	Gramm....EY-190, 3	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	50
51	Gramm....	3595	190	190	......	......	P 7.50/20	DP7.50/20	Knight	6-3⅜x4¾	255.0	27.3	70-2600	S	C	C	2½	12 1/16	7	CC	Ha	Til	V	A-L	A-L	51
52	Gramm-Bernstein....A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	A-L	A-L	52
53	Gramm-Bernstein B6X	....	145	185	12500	4780	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	66-2900	L	C	C	2⅜	10 1/16	7	FP	No	Zen	V	A-L	A-L	53
54	Gramm-Bernstein B6X	....	144	184	12500	4765	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	66-2900	L	C	C	2⅜	10 1/16	7	FP	No	Zen	V	A-L	A-L	54
55	Gramm-Bernstein C6	....	150	201	15500	5920	S 36x4°	DS36x4°	Con 6B	6-3¾x5	331.4	33.7	70-2200	L	G	C	2⅜	9 11/16	4	FP	Pe	Str	V	Eis	A-L	55
56	Gramm-Bernstein DX	....	152	212	16000	6600	P 34x7	DP34x7	Con 16R	6-4x4⅛	311.0	38.4	73-2400	L	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	A-L	A-L	56
57	G-P 55-6, 3-4 Ton....	2745	154	191	12500	5900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85-2900	L	G	C	2⅝	9⅜	4	PC	Mo	Str	M	A-L	A-L	57
58	G-P 55-8, 3-4 Ton....	2880	157	191	12500	5900	B8.25/20	DB8.25/20	Lyc HF	8-3⅜x4½	322.0	36.5	120-3200	L	G	A	2⅜	11	5	PC	Mo	Str	M	A-L	A-L	58
59	Hahn & Selden....47B	....	151	...	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	59
60	Hendrickson....T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	60
61	Hug....67	....	120	...	16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86-2800	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	61
62	Hug....41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	62
63	Hug....42	....	166	201	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	D-R	63
64	Hug....85-6	....	114	114	17200	8580	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	64
65	Hug....85-D6	....	114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	65
66	Indiana....127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Eis	.....	66
67	Indiana..2½-3T..141	....	170	200	17000	6500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	67
68	Indiana....170	....	170	200	17000	7100	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13 1/16	7	CC	KP	Str	M	A-L	A-L	68
69	Indiana....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	69
70	Indiana....627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	C	2¾	10¾	4	CC	KP	Str	V	Eis	.....	70
71	Indiana....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	71
72	International....A-5	2550	156	210	......	5895	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/16	7	PC	Ha	Zen	V	D-R	D-R	72
73	International....A-6	2675	156	210	......	6120	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	73
74	Kenworth....145	3250	158	184	......	5500	P 34x7	DP34x7	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	D-R	D-R	74
75	Kenworth....184	3850	164	206	......	7400	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	A-L	D-R	75
76	Kleiber....140	....	180	190	14000	6500	B 8.25/20	DB8.25/20	Con	6-4x4⅛	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	76
77	LaFra.-Republic....F3	....	174	198	15000	5625	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	77
78	Lange....H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	78
79	Lange....M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	79
80	Larrabee....55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	80
81	LeMoon....HB28	3250	160	190	17000	5600	B 8.25/20	DB8.25/20	Wau 6MK	6-4⅛x4¾	381.0	40.8	85-2500	L	G	C	2⅝	12½	7	PC	No	Str	G	A-L	A-L	81
82	Maccar....56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	9	4	FP	Bu	Str	V	D-R	D-R	82
83	Maccar....60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4⅛x5⅛	411.0	40.8	103-2100	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R	83
84	Mack AB....	4000	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	84
85	Mack AB....	4350	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	85
86	Mack AB....	4150	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/16	7	FP	Ha	Str	V	N-E	N-E	86
87	Mack AB....	4500	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/16	7	FP	Ha	Str	V	N-E	N-E	87
88	Noble....156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2⅜	13 1/16	7	FP	Co	Str	V	A-L	A-L	88
89	Omort....300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56-2000	L	G	C	3	....	..	PC	No	Zen	V	A-L	A-L	89
90	Omort....3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	90
91	Omort....30	....	134	148	18000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	91
92	Oshkosh....H	4975	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4⅛x4½	360.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	92
93	Pierce-Arrow....PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4⅛x4½	361.0	40.3	76-2400	L	G	C	2⅜	13¼	7	FP	Ha	Zen	M	D-R	D-R	93
94	Relay....50	4130	161	...	......	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	94
95	Relay....60DB	4595	175	192	......	7500	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	95
96	Relay....80	5330	175	192	......	8400	P 36x6	S 40x10	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	96
97	Reo....GA	2035	163	...	17000	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	97
98	Reo....GC	2140	179	...	17000	4850	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	98
99	Reo....GD	2085	144	...	17000	4650	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	99
100	Reo....GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	67-2800	L	C	A	2 1/16	12	7	CC	No	Sch	V	D-R	D-R	100
101	Schacht DeLuxe....25	....	160	199	......	6400	B 8.25/20	DB8.25/20	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	V	A-L	A-L	101
102	Service....60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	102
103	Sterling....FB80	....	174	204	......	6080	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	315.	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	103
104	Sterling....FD80	....	174	204	......	6480	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358.	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	104
105	Stewart....35X	2590	...	220	......	5880	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-	L	G	C	2⅝	9 1/16	4	PS	Ha	Str	M	D-R	D-R	105
106	Stewart....36X14	2990	165	220	......	6500	B8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	FP	Ha	Str	M	D-R	D-R	106
107	Ward LaFrance 25R14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	107
108	Ward LaFrance 25B14	....	195	220	14000	......	B 8.25/20	DB8.25/20	Own	8-3⅜x4½	322.	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	108
109	Ward-La France25R16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	109
110	Ward-La France25B16	....	Op	Op	16000	......	B 8.25/22	DB8.25/22	Own	8-3⅜x4½	322	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	110
111	White....58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	111
112	White....640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	96-1800	H	C	S	3	15 11/16	7	FP	Own	Zen	E	L-N	L-N	112
113	White....621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	113
114	White....630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	114
115	Witt-Will....R3B	3400	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	115
116	Witt-Will....R3	....	159	...	15500	6500	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	116
117	Woods....45	3465	180	Op	......	5625	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	76-2400	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	D-R	D-R	117
118	World....DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	118

3 Ton —Cont'd

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	Own	dp.Lon	Own T	U	4	Opt	Spl	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86½	40x2	34½ x ½	54x3	½	1
2	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	403	FD	Ros	7x2½x⅝	C P	Opt	Opt	32	40x2½	50x3	½	2
3	You	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	7.5	40.0	Shu 5572	L4IH	403	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	3
4	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	4
5	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	5
6	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	6
7	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	½	7
8	Chi	D.B-L	B-L 51	U	5	No	Spi 3	Tim 65720H	WF	R	7.75	46.2	Tim 33020H	L4IH	631	TD	Ros	7x4x¼	C	Opt	Opt	33½	41½ x 2½	54½ x 3	¼	8
9	Per	D.B-L	B-L 55	A	4	No	Blo 4	Tim 65706 HF	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼ x ¼	T C	Opt	Opt	33¼	43½ x 3	51½ x 3	¼	9
10	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	.....	TD	Ros	12x2½ x ⅜	T	144	89	30	48x3	48x3	½	10
11	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	R	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½ x ¼	P	156	97½	34	42x2¼	54x3	..	11
12	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½ x 2½	50x3½	½	12
13	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½ x ¼	C	127	74¼	34	42x2¼	56x3	½	13
14	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	...	FD	Ros	8¾ x 3¼ x ¼	C	156	90	41½	44x2½	60x3	½	14
15	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½ x ¼	T	134	82	34	40x2½	54x3	½	15
16	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½ x ¼	T	134	82	34	40x2½	54x3	½	16
17	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	398	TD	Ros	9x3½ x ¼	C	132	80½	34	42x2½	56x3	½	17
18	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½ x 3x¼	C	138	87⅝	34	45¼ x 2½	56x3	½	18
19	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½ x 3x¼	C	126	80⅛	34	45¼ x 2½	56x3	½	19
20	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½ x 3x¼	C	135	81⅛	34	45¼ x 2½	56x3	½	20
21	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½ x 3x¼	P	120	79½	34	45¼ x 2½	56x3	½	21
22	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317 BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½ x 3x¼	P	138	88	34	45¼ x 2½	56x3	½	22
23	Fed	.....	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7x2⅞ x ¼	C	82¼	54¾	34	39x2½	45x3	N	23
24	Fed	.....	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½ x 2⅞ x ¼	C	132¾	84¾	34	39x2½	56x3	N	24
25	Fed	.....	Own	U	4	No	Own 3	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½ x 2⅞ x ¼	C	164¾	104¾	34	39x2½	56x3	N	25
26	Lon	.....	Own	U	4	No	Own 3	Own	SF	H	8.44	57.8	Own	L4IH	416	CD	Jac	10x3¼ x ⅞	C	99¾	65¾	34	42x3	56x3½	½	26
27	Lon	.....	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼ x ⅞	C	149¼	89¾	34	42x3	56x3½	½	27
28	Lon	.....	Own	U	4	No	Own 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼ x ⅞	C	189¼	114¾	34	42x3	56x3½	½	28
29	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼ x ¼	C	168	98	31	45x3	54x3	½	29
30	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼ x ¼	C	168	98	31	45x3	54x3	½	30
31	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	76.7	Shu 615	W2IMV	503	CX	Ros	10x2½ x ⅜	T	223	121	31	45x3	54x4	½	31
32	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	...	2	Ros	7x3½ x ¼	C	.....	.....	34	39x2½	52x3	N	32
33	Mod	D.B L	B L 55	A	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	...	T	Ros	7x3½ x ¼	C	.....	.....	34	39x2½	52x3	N	33
34	Per	P.B-L	B-L 314	U	4	....	Spi 3	Tim 58200H	BF	H	6.83	41.5	Tim 33020H	L4IHV	398	TX	Ros	6 x 3x¼	C	167½	97½	34	41x2½	56x3	N	34
35	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½ x 3½ x ⅞	C	119	81	34	42x2½	54x3	½	35
36	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	WF	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½ x 3½ x ⅞	C	119	81	34	42x2½	54x3	½	36
37	Lon	B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7 x 3½ x ⅞	C	120	74	34	43x2½	54x3	½	37
38	Lon	B-L	B-L 51	A	4	No	Spi 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7 x 3½ x ⅞	C	120	74	34	43x2½	54x3	½	38
39	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5 x 2¼ x ⅛	C	130	93	36	42¾ x 2½	52¾ x 2½	N	39
40	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½ x ¼	P	156	97½	34	42x2½	54x3	..	40
41	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.67	28.8	Own	B4IM	427	TX	Jac	6¼ x 2¼ x ¼	P	87	48	34	38x2	50¼ x 2½	½	41
42	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	5.63	28.6	Own	B4IM	453	TX	Jac	6 x 3x ⅞	P	107	59	34 ⅞	38x2½	50x3	½	42
43	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6 x 3x ⅞	P	107	59	34 ⅞	38x2½	50x3	½	43
44	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6 x 3x ⅞	P	107	59	34 ⅞	38x2½	50x3	½	44
45	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6 x 3x ⅞	P	107	59	34 ⅞	38x2½	50x3	½	45
46	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6 x 3x ⅞	P	107	59	34 ⅞	38x2½	50x3	½	46
47	McC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½ x ⅞	C	.....	.....	32½	40x2½	54x3	½	47
48	McC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½ x ⅞	C	.....	.....	32½	40x2½	54x3	½	48
49	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2¼ x ¼	C	127	74¼	34	42x2¼	56x3	½	49
50	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¾ x 3¼ x ¼	C	156	90	41½	44x2½	60x3	½	50
51	Own	.....	.....	4	No	Blo	.....	.....	.....	.....	.....	.....	Eat 423	4I	...	.....	Ros	8¾ x 3¼ x ¼	C	156	90	41½	44x2¼	60x3	½	51
52	You	D.B-L	B-L 55 Max	U	7	No	Blo	Tim 65706 H	WF	H	7.25	68.8	Tim 15733 H	L4IHV	490	TD	Ros	7½ x 3x¼	C	134	82¼	34	42x2½	56x3	½	52
53	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 56200H	SF	..	6.16	40.0	Tim 14703H	L4IH	354	TX	Ros	6x2½ x ¼	C	120½	74½	34	42x2¼	52x3	..	53
54	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 64800H	2F	..	6.4	42.2	Tim 14703H	L4IH	354	TX	Ros	6x2½ x ¼	C	120½	73¾	34	42x2¼	52x3	..	54
55	Own	D.Ful	Ful GOG	A	8	No	Blo	Wis 9018	WF	..	7.75	68.6	Shu 5500	W2IM	424	TX	Ros	6½ x 2¾ x ¼	..	128½	76⅜	34	42x2½	56x3	..	55
56	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65001-H	WF	H	6.75	40.2	Tim 15733H	L4IHV	400	TD	Ros	6½ x 2¾	C	120	72¼	34	42x2½	56x3	..	56
57	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	...	CD	Ros	9x3¼ x ⅜	T	.....	.....	....	40x2½	58x3	½	57
58	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	...	CD	Ros	9x3¼ x ⅜	T	.....	.....	....	40x2½	54x3	½	58
59	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	...	TD	Ros	7x3½ x ¼	C	110	.....	34	40x2½	56x3	½	59
60	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½ x ¼	P	Opt	Opt	32½	40¼ x 2¼	50½ x 3	N	60
61	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3 ⅛ x ⅜	I	97	64½	34 ½	41 ⅞ x 2½	54 ⅞ x 3	¼	61
62	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	T	Var	Var	31½	41x2½	54 ⅞ x 3	¼	62
63	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54 ⅞ x 3	½	63
64	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3 ⅛ x ⅜	I	91	58½	34 ½	41 ⅞ x 2½	54 ⅞ x 3	¼	64
65	You	D.B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	64.2	Shu 5550	W2IM	420	CD	Ros	6x3 ⅛ x ⅜	I	91	58½	34 ½	41 ⅞ x 2½	54 ⅞ x 3	¼	65
66	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x ⅛	C	100	66	33	40x2½	50x3	N	66
67	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	67
68	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	68
69	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	69
70	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x ⅛	C	100	66	33	40x2½	50x3	N	70
71	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x ⅛	C	132	83	34	40x2½	50x3	N	71
72	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¾ x ¼	T	115	72½	34	42x3	56x3	¼	72
73	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¾ x ¼	T	115	72½	34	42x3	56x3	¼	73
74	Per	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	SF	H	6.83	43.8	Tim 33000H	L4IHV	399	FD	Ros	8x2¼ x ¼	T	114	75¼	31½	40x2½	52x3	½	74
75	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 35100H	L4IHV	545	TD	Ros	9x3x¼	T	126	82	31½	40x2½	52x3	½	75
76	Own	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	BF	H	6.83	....	Tim 31000H	LH1H	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	¼	76
77	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.14	39.9	Tim 33020H	L4IHV	656	FD	Ros	8x3x¼	T	140¼	93	32	39x2½	60x3	½	77
78	Mod	D.B-L	B-L 55	U	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	CD	Ros	6¼ x 2½ x ¼	P	112	73	33	42x2½	56x3	½	78
79	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6½ x 2½ x ¼	P	95	73	33	42x2½	56x3	½	79
80	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼ x ¼	C	Opt	Opt	34	38x2¼	54x3	..	80
81	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	7.5	49.5	Tim 35000H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	81
82	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	82
83	Per	D.B-L	B-L 51-4	U	4	No	Spi	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	83
84	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼ x ¼	T	120	73	33¼	42¼ x 3	48x3	..	84
85	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼ x ¼	T	120	73	33¼	42¼ x 3	56 ⅞ x 3½	..	85
86	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼ x ¼	T	120	73	33¼	42¼ x 3	48x3	..	86
87	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼ x ¼	T	120	73	33¼	42¼ x 3	56 ⅞ x 3½	..	87
88	Chi	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 33000H	L4IH	660	TD	Ros	6½ x 3x¼	C	141	87	34	43x2½	48x3	N	88
89	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3¼ x ¼	I	85	53	33¼	40x2½	54x3	½	89
90	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3¼ x ¼	I	85	53	33¼	40x2½	54x3	½	90
91	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	...	TD	Ros	6x3¼ x ¼	I	88	57½	31	40x2½	54x3	½	91
92	Mod	D.B-L	B-L 60-7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½ x ¼	..	113¾	83⅞	34	2½ x 44	50x3	½	92
93	Lon	P.Lon	Cov	U	4	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8½ x 2½ x ¼	..	.....	64⅞	34	41x2½	56x3	½	93
94	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½ x ¼	P	144	82	34	40x2¼	54x3	..	94
95	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½ x ¼	P	156	97½	34	42x2½	54x3	..	95
96	Lon	P.B&B	Cov SHO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	....	.....	.....	..	96
97	Reo	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼ x ¼	C	127 ⅜	78 ⅛	40½	38x2½	50x3	N	97
98	Reo	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼ x ⅜	C	156 ⅜	94 ⅛	40½	38x2½	54x3	N	98
99	Reo	P.B-L	Own	U	4	...2	Cle	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼ x ¼	C	86½	59 ⅛	40½	38x2½	50x3	N	99
100	Reo	P.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40	Own	L4IH	344	TX	Ros	.....	C	.....	.....	40½	38x2½	54x3	N	100
101	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56200 H	BF	R	6.17	33.0	Tim 14703 H	L4IH	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	101
102	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	.....	.....	.....	Han	.....	.....	156	97½	....	.....	.....	..	102
103	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	BF	R	7.80	49.5	Tim	L4IHV	392	TX	Han	10x3¼ x ¼	C	144	91	34	42x2½	54x3	½	103
104	Mod	D.Own	Own	U	5	3 Op	Spi	Tim	2F	R	7.16	55.7	Tim	L4IHV	396	CX	Han	10x3¼ x ¼	C	144	91	34	42x2½	54x3	½	104
105	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	Tim	B4IM	....	TX	Ros	9x2¾ x ⅜	C	113 ⅛	80¼	32	40x3	56x3	½	105
106	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	R	7.8	47.5	Tim	B4IM	....	TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	106
107	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	107
108	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x⅛	P	Opt	Opt	33	40x2½	60x3	½	108
109	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	109
110	Mod	P.B-L	B-L 314	U	4	Opt	Spi 3	Tim	SF	R	Opt	Opt	Tim	L4IHV	....	TX	Ros	12x3x½	P	Opt	Opt	33	40x2½	60x3	½	110
111	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2CI	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8¼ x 3 ⅛ x ⅛	C	148½	93¼	34½	40¼ x 3	56x3 ⅛	½	111
112	.....	dp.O'n	Own 7S	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 9D	O4IA	....	CI	Ros	8¼ x 3 ⅛ x ⅛	C	156	91¾	34 ⅛	42x3	56x3½	..	112
113	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	O14HIV	....	CI	Ros	7⅜ x 2¼ x ⅛	C	107½	67½	34	41x2½	54x3½	..	113
114	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34 ⅛	42x3	56x3½	..	114
115	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½ x ¼	C	Var	76	32	41x2½	54x3	..	115
116	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65200H	WF	H	6.75	37.4	Tim 35000H	L4IHV	650	CD	Ros	7x2½ x ¼	C	Var	76	32	41x2½	54x3	..	116
117	Chi	D.B-L	B-L	U	4	No	Blo 4	Tim	SF	O	Opt	Opt	Tim 33000 H	L4IH	577	TX	Ros	6x3½ x ¼	C pt	Opt	Opt	34	41x2½	50½ x 3	½	117
118	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	118

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3½ Ton																									
1	Acme 45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Ha	Zen	G	Eis	A-L	1
2	Amer. LaFrance 12R		Op	Op	20000	7400	P 36x8	DP36x8	Own	6-4½x5½	411.0	40.8	80-1800	L	G	C	3	10½		FP	Ha	Zen	V	D-R	D-R	2
3	Atterbury 70		222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6-4½x4¾	381.0	40.8	87-2400	H	C	C	2¾		7	FP	Ha	Zen	V	A-L	A-L	3
4	Autocar HS	4600	114	161	24000	7505	P 40x8	DP40x8	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾		2	SP	Bf	Str	G	A-Bo	L-N	4
5	Autocar 3-3½T SHS	4800	114	161	24000	8075	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	5
6	Autocar SCHS	4800	157	203	24000	7885	P 40x8	DP40x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	6
7	Autocar 3-3½T. TEA	5350	192	242	22000	8625	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	7
8	Autocar N	4600	174	242	22000	7990	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	8
9	Available T-39		Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.0	45.9	88-2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	9
10	Available T-43		Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.0	45.9	88-2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	10
11	Brockway 3-4T 195		170	224	19500	7500	P 36x8	DP36x8	Con	6-4¼x4¾	380.9	40.8	85-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	11
12	Clinton 85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4x5½	386.4	38.	74-2400	L	G	C	2½	9⅜	4	FP	No	Str	V	Spl	D-R	12
13	ColemanD-40X 3½-5t		130	184	21100	9700	P 40x8	P 40x8	Bud BA6	6-4⅛x5½	411.0	40.8	105-2200	L	G	C	2½	9⅜	4	FP	Bu	Zen	V	D-R	D-R	13
14	Commerce 80	5250	175	192		8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½	9⅜	4	PC	Ha	Zen	V	A-L	A-L	14
15	Concord JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4½x5½	411.0	40.8	85-2000	L	G	C	2½	9⅜	4	PC	No	Zen	V	A-L	A-L	15
16	zCorbitt 15B6		174	220	17500	5870	P 34x7	DP34x7	Con 16R	6-4x4¼	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	16
17	zCorbitt 15W6		183	224	17500	6160	P 34x7	DP34x7	Con 16R	6-4x4¼	311	38.4	72-2400	H	C	C	2¾	11⅛	7	FP	No	Zen	V	D-R	D-R	17
18	Duplex EF		130		17000	6500	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	2¾ r	10⅞	3	PS	No	Zen	V	Eis	A-L	18
19	Federal U6-3-3½T	3860	165	218	20000	7220	P 34x7	DP34x7	Con 18R	6-4x4½	339.0	38.4	85-2200	H	C	C	2¾	13⅛	7	PC	KP	Str	M	D-R	D-R	19
20	Fisher-Std. 61-A		155		16800	5600	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	73-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	20
21	F.W.D. CU-6	5120	148	180	17800	7500	P 38x9	P 38x9	Wau SRS	6-4⅛x5½	411.	40.8	92-2300	L	G	C	3	13⅞	7	PC	Wa	Zen	V	M R-Bo	NE	21
22	Garford 80	5250	175	192		8200	S 36x6	S 36x12	Bud BA6	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½	9⅜	4	PC	Bu	Zen	V	A-L	A-L	22
23	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	23
24	(X)Gen. Mot. T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	24
25	(X)Gen. Mot. T44	2050	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	25
26	(X)Gen. Mot T-45	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	26
27	Gotfredson RW 76A				21900	7500	B9 75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	27
28	Gotfredson RD 76A				21900	7500	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	428.0	45.9	100-2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	28
29	Gramm-Bernstein A		162	212	20000	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	HA	Zen	V	A-L	A-L	29
30	G-P 6-56, 3½-5	3325	158	195	15000	7100	B9.00/20	DB9.00/20	Lyc TS	6-3⅞x5	353.0	36.5	97-2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	30
31	G-P 65-8, 3½-5	3485	158	195	15000	7200	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4⅜	420.	45.0	140-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	31
32	(V) Hug C87, 87M				21800		P 36x8	DP36x8	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R- Bo	D-R	32
33	Hug 41S		160	205			P 36x8	DP36x8	Bud K428	6-4⅜x4¾	428.4	45.9	102-2400	L	G	B	3	11½	7	PC	No	Zen	M	A-L	A-L	33
34	Indiana 3-4T 195		170	224	19500	7500	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	34
35	International W2	3900	148	200		8400	S 36x5	S36x10	HaS 151	4-4½x5½	312	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	U	R- Bo	D-R	35
36	Kleiber 210		190	192	21000	7100	B 9.00/20	DB9.00/20	Con 20R	6-4¼x4¾	380.9	40.8	89-2400	H	C	C	2¾	13⅛	7	CC	No	Str	M	D-R	D-R	36
37	LaFrance-RepublicH-2		174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6-3⅞x5	354	36.2	86-2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	37
38	Larrabee 65	4280	166	204	184C9	7200	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	38
39	Netco E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6-4⅜x5½	462.	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	39
40	Omort 35		150	150	21000	7600	P 36x8	DP36x8	Her WXC	6-4x4½	339.	38.4	73-2000	L	G	B	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	40
41	Oshkosh HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Wau 6-SRL	6-4⅜x5½	462	45.9	95-2000	L	G	C	3	13⅞	7	PC	Ha	Zen	M	R-Bo	L-N	41
42	Relay 60DC	4745	175	192		7800	P 38x7	DP40x8	Bud BA6	6-4⅛x5½	410.9	40.8	83-2100	L	G	C	2½	9⅜	4	PC	Bu	Zen	V	A-L	A-L	42
43	Relay 80	5330	175	192		8600	P 36x6	S 40x12	Bud BA 6	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	43
44	Service 80	5250	175	192		8200	S 36x6	S 36x12	Bud BA 6	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	44
45	Sterling FW97, FD97		192	222		7955	P 36x8	DP36x8	Wau MK	6-4¼x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	45
46	SterlingFW97S,FD97S		192	222		8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.	45.9	102-2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	46
47	Sterling FC100		192	222		7550	P 36x8	DP36x8	Wau MK	6-4¼x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	47
48	Stewart 19X	3690	165	235		7110	S 36x5	S 36x10	Lyc TS	6-3⅞x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	48
49	Stewart 38-6	3990	170	241		7600	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	100-2000	L	G	C	3	12⅞	7	FP	Ha	Str	M	D-R	D-R	49
50	Stewart 38-8	3990	170	241		7600	B9.00/20	DB9.00/20	Lyc AE	8-3¾x4¾	420.0	44.4	130-2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	50
51	Studebaker 99	3795	184			5400	B 7.50/20	DB 7.50/20	Own	8-3½x4¾	337.0	39.2	115-3200	L	G	C	2⅝	9⅜	5	PC	No	Str	M	D-R	D-R	51
52	Walter FKD	6300	118	Op	21000	8100	B 9.00/24	DB9.00/24	Own 6	6-4⅜x5½	462.0	46.0	100-1800	L	G	C	3	13⅞	7	PC	On	Str	V	R- Bo	D-R	52
53	Ward LaFrance 30B18		197	209	18000		B 9.00/20	DB9.00/20	Own	8-3⅝x4½	322	36.4	100-2400	L	G	C	2⅝	10¼		FP	Ha	Str	P	D-R	D-R	53
54	Ward LaFrance 30R18		197	209	18000		B 9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	381	40.8	83-2200	L	G	C	2¾	12½	7	FP	Ha	Str	P	D-R	D-R	54
55	Ward-La France30B21				21000		B 9.00/22	DB9.00/22	Own	8-3⅝x4½	322	36.4	100-2400	L	G	C	2⅝	10¼		FP	Ha	Str	P	D-R	D-R	55
56	Ward-La France30B21						B 9.00/22	DB9.00/22	Wau 6MK	6-4¼x4¾	381	40.8	83-2200	L	G	C	2¾	12½	7	FP	Ha	Str	P	D-R	D-R	56
57	White 55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	M	Eis		57
58	White 631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	58
59	White 641-3½ Ton	6450	180	214	24000	9700	B9.25/20	DB9.25/20	Own 1AB	6-4⅜x5¾	519	45.9	96-1800	H	C	S	3	15½	7	FP	Own	Zen	E	L-N	L-N	59
60	Wichita 6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6-4⅜x5½	462	46.0	97-2000	L	G	C	3	13⅞	7	CC	Wa	Str	M	D-R	D-R	60
61	Witt-Will R3B		159		15500	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	61
62	Witt-Will R35	4200	159		16800	6800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	62
63	Woods 53B	3995	190	Op		6200	B 8.25/20	DB8.25/20	Her WXC 3	6-4¼x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	63
64	Woods 53W	4595	190	Op		6675	B 9.00/20	DB9.00/20	Her WXC 3	6-4¼x4½	383	43.3	84-2200	L	G	S	2⅝	13¼	7	PC	Ha	Str	M	A-L	A-L	64
	4 Ton																									
65	Acme 8X		192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6-4¼x4¾	381	40.8	89-2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	65
66	Amer. La France. 12R		Op	160	20000	7500	P 36x8	DP36x8	Own	6-4½x5½	411.0	40.8	75-1800	L	G	C	2½	9⅜	4	FP	Bu	Zen	V	D-R	D-R	66
67	Armleder 41		Op	199	16300	6000	P 34x7	DP34x7	Her WXC	6-4x4½	339	38.4	73-2000	L	G	B	2⅝	13⅛	7	PC	Ha	Zen	V	A-L	A-L	6.
68	Atterbury C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	82-2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	68
69	Available T-45		Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	11⅜	4	FP	Wa	Str	V	D-R	D-R	69
70	Brockway. 3-4T 195		170	224	19500	8100	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	70
71	Chicago 1-50-B		140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	71
72	Clinton 90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2¾ r	11⅛	3	PC	Bu	Zen	V	Spl	D-R	72
73	Clinton 90M		190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4-4½x6	381	32.4	50-1400	L	G	C	2¾	11⅛	3	PC	Bu	Zen	V	Spl	D-R	73
74	Commerce 80	5330	175	192		8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	74
75	Condor GGB		170	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	75
76	zCorbitt 18		178	230	21600	8100	P 36x8	DP36x8	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	C	2¾	12⅞		FP	No	Zen	V	D-R	D-R	76
77	Day Elder 200	4295	156	204	20000	7400	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	M	D-R	D-R	77
78	Diamond T 603	3300	169	230	20000	7500	B 9.00/20	DB 9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	78
79	Diamond T 606	3400	177	244	19000	7500	B9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453.0	48.6	100-2200	L	G	C	3	15	7	PC	Ha	Zen	M	L-N	L-N	79
80	Diamond T 750-4, 5 T	4650	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her YXC4	6-4⅝x5¼	529	51.3	124-2200	L	G	C	3	13⅞	7	PC	Ha	Zen	M	A-L	A-L	80
81	Fageol 370	4350	182	200		8080	B9.00x20	DB 9.00x20	Wau SRL	6-4⅜x5½	462.0	46.0	98-2000	L	G	A	3	13⅞	7	PC	No	Zen	V	D-R	D-R	81
82	Fisher-Std. 80-A		146		21600	6900	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	82
83	Fisher-Std. 85-A		146		21600	7900	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	83
84	FWD SSU	5220	148	Op	18600	7600	P 38x9	P 38x9	Wau SRL	6-4⅜x5½	462.0	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	R-Bo	NE	84
85	Garford 80	5330	175	192		8400	S 36x6	S 36x14	Bud BA 6	6-4⅛x5½	411.0	40.8	83-2100	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	85
86	(X)Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	86
87	(X)Gen. Mot. T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	87
88	(X)Gen. Mot. T44	2065	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	88
89	(X)Gen. Mot. T-45	2095	141	181	16000	5235	B 8.25/20	DB8.25/20	Own 257	6-3⅛x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	89
90	(X)Gen. Mot. T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	90
91	(X)Gen. Mot. T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅜	4	PC	Ha	Mar	M	D-R	D-R	91
92	Gotfredson RW 84A		160	180		8400	P 347	DS40x7	Bud YBUI	4-4½x6				L						PC	Pe	Str	M	R-Bo	D-R	92
93	Gramm GY		190	210	18000	7700	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	93
94	G-P 75-6, 4-6	4220	154	191	19000	7400	B9.75/20	DB9.75/20	Wau SRL	6-4⅜x5½	462.	45.9	100-2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	94
95	G-P 75-8 4-6	4185	174	Op	19000	7500	B9.75/20	DB9.75/20	Lyc AEC	8-3¾x4¾	420	45.0	135-3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	95
96	Hahn & Selden 47D		151	184	19500	7800	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾		7	FP	No	Zen	V	A-L	A-L	96
97	Hendrickson U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6-4½x5½	411.0	40.8	73-2000	L	G	C	2½	9⅜	4	FP	Bu	Zen	M	A-L	A-L	97
98	Indiana 3-4T. 195		170	224	19500	8100	P 36x8	DP36x8	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	98
99	Kenworth 185	4750	180	211		7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	99
100	Kenworth 205	5850	172	223		7700	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	PC	Ha	Zen	M	D-R	D-R	100
101	Kenworth 220	5200	194	221		8400	P 36x8	DP36x8	Her YXC2	6-4½x4¾	453.0	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	101
102	Kleiber 225		202		22500	7500	B9.25/20	DB9.75/20	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	No	Str	M	D-R	D-R	102
103	LaFrance-RepublicM2		174	198	20000	7500	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.0	46.0	97-2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	103
104	Lange F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	104
105	Larrabee 75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6-4⅜x4¾	380.8	40.8	89-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	105
106	LeMoon HB30	3950	169	199	20000	6400	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462	45.9	98-2000	L	G	C	3	13⅞	4	PC	Wa	Str	V	A-L	A-L	106
107	Maccar 66100	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6-4½x5½	411	40.8	90-2400	L	G	C	2½	9⅜	4	PC	Bu	Str	V	D-R	D-R	107
108	Maccar 66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	479.0	51.3	102-2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	108
109	Mack BC	5250	154	190			P 36x8	DP36x8	Own BC	6-4⅝x5½	414.7	38.4	103-2600	L	G	C	3	12⅞	7	FP	Ha	Str	V	N-E	N-E	109
110	Noble 166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6-4½x4¾	381	40.8	88-2400	H	G	N	2¾	13⅛	7	FP	Co	Str	V	A-L	A-L	110
111	Oshkosh HXC	5675	146	165	19700	8200	B10.50/20	B10.50/20	Her YXC4	6-4½x5¼	501.0	48.6	106-2000	L	G	C	3	15	7	PC	Ha	Str	M	N-E	L-N	111
112	Pierce-Arrow PX		160	200	24000	9400	B10.50/20	DB10.50/20	Own	6-4½x4¾	479.0	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	112
113	Relay 80	5380	175	192		8800	P 38x7	S 40x14	Bud BA 6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	113
114	Reo HJK		170	190	20000		B8.25/20	DB9.00/20	Own	6-4¼x4¾	381.0	40.8	101-2600	L	G	B			7	FP						114
115	Schacht De Luxe 30		174	199		7109	B 9.00/20	DB 9.00/20	Her WXC	6-4x4½	339	38.4	73-2200	L	G	C	2½	13¼	7	PC	Mo	Zen	P	A-L	A-L	115
116	Service 80	5330	175	192		8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	116

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																										3½ Ton
1	Per	B-L	B-L 51 5	U	5	No	Spi	Wis 8817B	2F	H	9.51	56.7	Shu 550	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	1
2	G&O	P.B&B	Own	A	4	....	Spi	Tim 65706BY	WF	R	6.00	66.0	Tim 15733BY	....	....	....	Ros	....	....	Opt	Opt	....	....	....	....	2
3	Per	D.B-L	B-L 51–5	U	5	....	Spi	Tim 65720H	W	R	8.50	65.9	Tim 35000H	L4IH	765	....	Ros	8x3¼x¼	....	221	132	34	40x3	56x3½	....	3
4	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	4
5	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	5
6	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	½	6
7	Own	dp.Lon	Own T	U	12	A 3	Spi	Own TE	2F	H	7.09	....	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	½	7
8	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4ID V	574	FD	Ros	8x3x¼	C	150	86½	34½	40x2½	54x3	½	8
9	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	O2IM	492	FD	Ros	7x2½x3½	P	Opt	Opt	32	40x2½	50x3	½	9
10	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	492	FD	Ros	7x2½x3½	P	Opt	Opt	32	40x2½	50x3	½	10
11	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x¼	T	142	84	34½	40x2½	54x3	½	11
12	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	....	RI	Ros	8x3¼x¼	T	....	....	33¼	43½x3	51½x3	½	12
13	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM	....	TD	Ros	12x2¼x1½	C	144	89	30	48x3	48x3	C	13
14	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	H	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	14
15	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32¼	38½x2½	50½x3	½	15
16	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	½	16
17	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	17
18	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	....	TX	Woh	6x3¼x¼	I	....	....	39¼	44x3	44x3	N	18
19	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim65706 HP	WF	R	6.8	64.6	Own	L4IHV	767	RI	Ros	7¼x3½x¼	C	119	81¼	34	42x2½	54x3	½	19
20	Lon	B-L	B-L 51	A	4	No	Spi 4	Tim 58200H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6½x2½x¼	C	144	79	32	43x2½	54x3	½	20
21	Per	O.H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x¼	C	132	93	36	42¾x2½	52¾x2½	½	21
22	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	H	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	22
23	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6¼x3¼x¼	P	107	59	34¼	38x2½	50x3	½	23
24	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6¼x3¼x¼	P	107	59	34¼	38x2½	50x3	½	24
25	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6¼x3¼x¼	P	107	59	34¼	38x2½	50x3	½	25
26	Lon	D-Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6¼x3¼x¼	P	107	59	34¼	38x2½	50x3	½	26
27	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x¼	C	....	....	32½	40x2½	54x3	½	27
28	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x¼	C	....	....	32½	40x2½	54x3	½	28
29	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706H	WF	H	7.25	68.8	Tim 15733- H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3	½	29
30	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	....	CD	Ros	10x3½x½	T	....	....	....	40 .3	58x3½	½	30
31	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4IH	....	CD	Ros	10x3½x½	T	....	....	....	40x3	58x3½	½	31
32	You	D.B-L	B-L 55-7	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3¾x¼	I	96½	64½	34½	41½x2½	54½x3	¼	32
33	R-T	B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237H	2I	H	....	....	Shu 632 3	L4IH	....	CD	Ros	8x3x¼	T	....	....	....	41½x2½	54½x3	....	33
34	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x¼	T	142	84	34½	40x2½	54x3	½	34
35	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	35
36	Own	D.B-L	B-L 55	A	7	No	Spi	EatDR2412H	....	R	7.25	77.0	Tim 33020H	L4IHV	676	FD	Ros	7½x3x¼	T	170	Opt	34	38x2½	52x3	¼	36
37	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	½	37
38	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	38
39	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	½	39
40	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	....	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	½	40
41	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83⅞	34	2½x44	50x3	½	41
42	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	R	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	42
43	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	43
44	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	H	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	44
45	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	45
46	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	46
47	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	61.2	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	47
48	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	....	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	48
49	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	....	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	49
50	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	....	TX	Ros	9x	C	142	84½	32	40x3	56x3	½	50
51	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8¼x3x½	..	143½	91½	41½	38x2½	56¾x3	N	51
52	Own	Own	Own	U	5	No	Own	Own	2F	R	6.50	85.0	Own	O4FXM	600	FD	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	52
53	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	....	TD	Ros	12x3½x¼	..	Opt	Opt	33	40x2½	60x3	½	53
54	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	....	TD	Ros	12x3½x¼	..	Opt	Opt	33	40x2½	60x3	½	54
55	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	....	TD	Ros	12x3½x¼	..	Opt	Opt	33	40x2½	60x3	½	55
56	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	2F	R	Opt	Opt	Tim	L4IHV	....	TD	Ros	12x3½x¼	..	Opt	Opt	33	40x2½	60x3	½	56
57	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	....	57
58	....	P.Own	Own	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV	....	CI	Ros	8x3x¼	C	109¾	74¾	34¼	42x3	56x3½	....	58
59	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	FD	R	7.16	46.9	Own 9D	O4IA	....	CI	Ros	8½x3¼x¼	C	156	91¾	34¼	42x3	56x3½	....	59
60	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¾	91¾	30	40x2½	56x3	½	60
61	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58200H	BF	H	6.83	36.5	Tim 35000H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	61
62	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720H	WF	H	6.75	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	62
63	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	660	FD	Ros	7x3½x¼	P	Opt	Opt	34	41x2½	56½x3	½	63
64	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	64
																										4 Ton
65	Per	B-L	B-L 60-4	A	4	....	Spi	Tim 65720H	WF	R	7.75	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	½	65
66	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 66704BY	WF	R	6.1	49.0	Tim 15733BY	B4IM	....	TD	Ros	9x2½x¼	T	....	....	33	42x2½	54x3	¼	66
67	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	....	....	Shu 5572	L4IHV	....	CD	Ros	7x3x¼	C	Opt	Opt	31½	40x2½	62½x3	....	67
68	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	¼	68
69	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA	530	TD	Ros	7x2½x½	P	Opt	Opt	32	40x2½	50x3	½	69
70	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x¼	T	142	84	34½	40x2½	54x3	½	70
71	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3¼x¼	C	Opt	Opt	34	44½x2½	54¾x3	....	71
72	Own	D.B-L	B-L 55	A	7	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	72
73	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	73
74	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	74
75	Per	D Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	....	FD	Ros	8¼x3¼x¼	C	176¼	119¼	41½	44x2½	60x3	..	75
76	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	W/2	H	Opt	Opt	Tim 35000H	L4IHV	768	TD	Ros	8x3½x¼	T	132	92	34	40x2¼	54x3	½	76
77	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65720H	WF	R	7.75	43.5	Tim 35000H	L4IHV	489	TD	Ros	9x3½x¼	T	132	80½	34	42x2½	56x3	½	77
78	G&O	D.Cov	Cov	U	4	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	78
79	G&O	D.Cov	Cov	A	4	No	Spi 3	Wis 69317BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	79
80	G&O	D.Cov	Cov	A	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x¼	P	138	89¼	34	46x3	56x3½	½	80
81	Per	P.B-L	B-L 554&60	U	12	A3	Spi 4	Tim 65706	WF	R	5.19	127	Tim 15302	T2IMV	510	TX	Ros	7½x3½x½	C	172¼	101½	33½	41x3	56x3½	½	81
82	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 65720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x¼	C	126	69	32	43x2½	54x3	½	82
83	Lon	B-L	B-L 55	U	7	No	Spi 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x¼	C	126	69	32	43x2½	54x3	½	83
84	Per	D.B-L	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x¼	C	132	93	36	42¾x2½	52¾x2½	½	84
85	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	85
86	Lon	D.Own	Own	U	4	No	Spi	Own	SF	H	5.63	35.5	Own	B4IM	524	TX	Jac	6¼x3x¼	P	107	59	34¼	38x2½	50x3	½	86
87	Lon	D.Own	Own	U	4	No	Spi	Own	S½	H	6.57	33.4	Own	B4IM	524	TX	Jac	6¼x3x¼	P	107	59	34¼	38x2½	50x3	½	87
88	Lon	D.Own	Own	U	4	No	Spi	Own	2½	R	8.05	40.9	Own	B4IM	524	TX	Jac	6¼x3x¼	P	107	59	34¼	38x2½	50x3	½	88
89	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.7	Own	B4IM	524	TX	Jac	6¼x3x¼	P	107	59	34¼	38x2½	50x3	½	89
90	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x¼	P	125	70	34¼	40x3	50x3	½	90
91	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.57	50.7	Own	B4IM	574	TX	Jac	9x3½x¼	P	125	70	34¼	40x3	50x3	½	91
92	McC	D.B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	98.1	Tim 16710H	....	....	....	Ros	....	....	....	....	....	....	....	....	92
93	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	658	FD	Ros	8¼x3¼x¼	C	176¼	119¼	41½	44x2½	60x3	½	93
94	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.75	65	Tim 35100H	L4IH	....	CD	Ros	11x3½x½	T	....	....	....	40x3	58x3½	½	94
95	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	....	CD	Ros	11x3½x½	T	....	....	....	40x3	58x3½	½	95
96	Chi	D.B-L	B-L 51	A	7	No	Blo	Tim 1237H	2F	R	....	....	Tim 15733 H	L4IHV	....	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3	½	96
97	Chi	D.B-L	B-L 60-7	A	7	No	Spi 3	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV	....	FX	Ros	8x3x¼	P	Opt	Opt	36	43x3	53x3½	N	97
98	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV.	471	CD	Ros	8½x3x¼	T	142	84	34½	40x2½	54x3	½	98
99	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 35100	L4IHV	545	TD	Ros	9x3x¼	T	150	100¼	33¼	42x2½	56x3	½	99
100	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x¼	T	132	85⅝	33½	42x2½	56x3	½	100
101	Per	D.B-L	B-L 554	U	8	A3	Spi 4	Ti' 66720	WF	H	7.8	74.0	Tim 35100H	T4IHV	649	FD	Ros	9x3x¼	T	162	111	33¼	42x2½	56x3½	½	101
102	Fed	D.B-L	B-L 55&60	A	12	A	Spi	Eat 2412H	2	H	Opt	Opt	Tim 35120H	L4IHV	870	TD	Ros	7x3½	P	....	....	34	44x2½	52x3	½	102
103	Per	D.Ful	Ful VUOG	U	5	No	Spi 3	Wis 1237-H	2F	R	7.2	51.0	Tim 35020H	L4IHV	768	FD	Han	8x3x¼	P	133	85¼	32¼	39x2½	60x3½	½	103
104	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x¼	P	154½	99½	37	44x3	56x3	½	104
105	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65706DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	½	105
106	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	106
107	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	510	TX	Ros	7x3¼x¼	C	151¼	95⅛	33	42x3	56x3	½	107
108	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	We4IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	½	108
109	Own	P.Own	Own BC	A	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8½x3x¼	T	120	73	33¼	43½x3	56½x3½	....	109
110	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65720H	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	T	134	103½	34	46x3	54x3	N	110
111	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	168	2I	Han	7x2½x½	..	113¼	83¼	34	44x2½	50x3	½	111
112	Con	P. Lon	Cov	A	4	No	Cle	Tin	....	R	7.37	40.0	Tim	W4IA	610	TD	Han	9¼x2½x½	..	132⅞	78¼	34	41x3	56x3½	½	112
113	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	113
114	....	dp	....	A	4	....	Cle575	Cla	S	H	6.37	....	....	L4IHV	....	....	Ros	10x3x¼	C	143	83	34	44x3	56x3½	..	114
115	You	D.Ful	Ful MG U	U	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Shu 5572	L4IHV	785	TD	Ros	7x3x¼	P	Opt	Opt	31¼	40x2½	50x3	½	115
116	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	116

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	4 Ton—Cont'd																									
1	Sterling..FW97, FD97	....	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6-4½x4¾	381	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	1
2	Sterling FW97S, FD97S	....	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.	45.9	102-2400	L	G	C	3	13⅜	7	CC	Wa	Zen	M	D-R	D-R	2
3	Sterling FW115, FD115	....	192	222	.....	8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102-2400	L	G	C	3	13⅜	7	CC	Wa	Zen	M	D-R	D-R	3
4	Sterling..FC107	....	192	222	.....	8050	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462	45.9	102-2400	L	G	C	3	13⅜	7	CC	Wa	Zen	M	D-R	D-R	4
5	Sterling..FC120	....	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6-4½x4¾	381	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	5
6	Ward La France .35R	....	Op	Op	23000	.....	B9 75/20	DB9.75/20	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	13⅜	7	FP	Wa	Str	P	D-R	D-R	6
7	Ward-La France..35B	....	Op	Op	23000	.....	B 9.75/20	DB9.75/20	Lyc	8-3¾x4¾	420	45.	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	E	D-R	D-R	7
8	White.....642-4 Ton	6750	186	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6-4⅛x5¾	519	45.9	96-1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	8
9	Witt-Will.....R4	4440	159	...	21600	8000	P9.75/20	DP9.75/20	Con 20R	6-4¼x4¾	381	40.8	88-2200	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	9
10	Witt-Will.....R4X	4600	159	...	21600	8000	P9.75/20	DP9.75/20	Con 21R	6-4¾x4¾	427	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	10
11	Woods.....75	4960	190	Op	.....	7200	B 9.75/20	DB9.75/20	Her YXC 3	6-4½x4¾	479	51.2	104-2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	11
12	World.....DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	12
	4½ Ton																									
13	Gotf'dson RD,RW96A	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Larrabee 85.....	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4⅜x4¾	424.4	45.9	97-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	G	D-R	D-R	14
15	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	13⅜	7	FP	Wa	Str	P	D-R	D-R	15
	5 Ton																									
16	Acme.....10X Spec	....	192	Op	23500	9400	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	H	C	N	2¾	13⅛	7	PC	Ha	Str	M	A-L	A-L	16
17	Acme.....10X	....	194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6-4½x5⅜	548.6	48.6	105-2000	L	G	A	3	13⅜	7	PC	Pe	Str	M	A-L	A-L	17
18	Am. La Fra.....12R	....	160	Op	22000	7500	B9.75/20	DB9.75/20	Own	6-4½x5½	410.9	40.8	75-1800	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	18
19	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115-1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	19
20	Armleder.....61	....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4⅛x4½	360	40.8	80-2200	L	G	B	2⅝	13¼	7	PC	Ha	Zen	V	A-L	A-L	20
21	Atterbury.....100	....	223	237	28000	9100	B10. 50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	101-2400	H	C	C	2¾	.....	7	FP	Ha	Zen	V	A-L	A-L	21
22	Autocar 3½ & 5T....C	5500	172	186	26000	9705	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	22
23	Autocar.....TFA	6100	192	242	26000	9430	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	23
24	Available.....T-50	....	Op	Op	22000	9300	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125-2000	L	G	C	3½	11⅜	7	FP	Wa	Zen	M	D-R	D-R	24
25	Brockway...4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4⅛x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	25
26	Clinton.....120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝ r	12⅛	3	PC	Bu	Zen	V	Spl	A-Bo	26
27	Clinton.....120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝ r	12⅛	3	FP	Bu	Zen	V	Spl	A-Bo	27
28	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4½x5½	411	40.8	105-2200	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	28
29	Coleman X-100F 5-7½	....	144	184	29800	11300	P 42x9	P 42x9	Bud GL	6-4½x6	572.5	48.6	120-2000	L	G	C	3	10⅞	4	FP	Bu	Str	V	D-R	D-R	29
30	Commerce.....100	58 .0	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	30
31	Condor.....CHB	....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	C	A	3	13⅛	7	PC	Pe	Zen	M	A-L	A-L	31
32	Condor.....CGW	....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	32
33	(Z)Corbitt.....24	....	195	30	24800	9200	P 38x9	DP38x9	Con 20R	6-4½x4¾	381	40.8	88-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	33
34	Day Elder.....240	5500	162	204	24000	9300	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	34
35	Diamond T.....750	4650	178	238	24000	9000	B 9.75/22	DB9.75/22	Her YXC4	6-4⅜x5½	529.0	51.3	124-2200	L	G	C	3	13⅛	7	PC	Ha	Zen	M	A-L	A-L	35
36	Douglas.....F4	5500	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝ r	12⅛	3	PC	Bu	Zen	E	L-N	L-N	36
37	Douglas.....F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅞	4	PC	Bu	Zen	E	L-N	L-N	37
38	Duplex.....M 5-7 Ton	7600	Op	...	28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105-2200	L	G	C	3	10⅞	4	FP	....	Str	V	A-L	A-L	38
39	Federal. 4C6A 4-5 T.	4735	192	231	24000	8330	P 36x8	DP 36x8	Con 20R	6-4½x4¾	381	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	39
40	Federal. 4C6AB 4-5 T.	4960	192	231	24000	8850	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	90-2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	40
41	Fisher-Std.....100A	....	168	...	21600	8300	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	41
42	Fisher-Standard..105A	....	168	...	25000	8400	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	42
43	F.W.D.....M5	7600	165	Op	24800	11800	B 12.75/20	B 12.75/20	WauSRL	6-4⅜x5½	462	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	N-E	N-E	43
44	Garford.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	44
45	(X) Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	45
46	(X) Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	46
47	(X) Gen. Mot.....T60	3160	154	200	22000	7060	P 36x8	DP36x8	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	47
48	(X)Gen. Mot.....T61	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	48
49	(X) Gen. Mot.....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	49
50	(X) Gen. Mot.....T-83	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8	4	PC	Ha	Str	M	D-R	D-R	50
51	(X)Gen. Mot.....T85	5570	171	204	26000	10565	P 36x8	DP36x8	Own 468	6-4¼x5½	468	43.4	115-2200	H	G	A	2¾	14⅛	7	FP	Ha	Str	M	D-R	D-R	51
52	Gotfredson...RW-86A	....	Op	.....	.....	.....	P 38x9	DP38x9	Her YXC3	6-4⅝x4¾	478. 8	51.2	105-...	L	G	C	3	....	7	FP	Pe	Str	M	D-R	D-R	52
53	Gramm GW....5-	....	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428.0	45.9	100-2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	53
54	Gramm.....HY, 5-	....	210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13⅛	7	PC	Pe	Zen	M	A-L	A-L	54
55	Gramm-Bernstein HV	....	162	212	24000	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427	45.9	102-2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	55
56	Hahn & Selden.....67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45 9	100-2400	H	G	N	2¾	.....	7	FP	No	Zen	V	A-L	A-L	56
57	Hug.....C97, 97	....	133	213	26000	11000	P 38x9	DP38x9	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅞	7	PC	Bu	Zen	M	R. Bo	D-R	57
58	Indiana.....4-5T-220	....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4⅛x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	58
59	International.....W-3	4850	160	235	.....	10125	S 36x6°	S 40x12°	Ha S152	4-4¾x5½	390.0	36. 1	69-1800	H	G	A	3	8⅜	3	PC	HS	Zen	V	R-Bo	.....	59
60	Kenworth.....240	5450	170	221	.....	8400	P 36x8	DP36x8	Her YXC3	6-4⅜x4¾	478	51.2	103-2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	60
61	Kleiber.....260	.....	206	...	26000	9000	B9.75/20	DB9.75/20	Bud GF6	6-4¾x6	638.0	54.1	126-1850	L	C	C	3	13⅞	7	FP	No	Str	N	D-R	D-R	61
62	Lange.....T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	99-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	62
63	Maccar.....86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75-2200	L	G	C	2½	9⅞	4	PC	Pe	Str	V	R. Bo	D-R	63
64	Maccar.....86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅜x4¾	479.8	51.3	102-2000	L	G	C	3	15	7	FP	Pe	Str	V	D-R	D-R	64
65	Mack BJ.....	6150	169	240	.....	.....	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	65
66	Mack AK.....	5150	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	66
67	Mack AK.....	5250	162	228	.....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	67
68	Mack AK.....	6450	174	240	.....	.....	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	68
69	Mack AC.....	4950	156	240	.....	.....	S 36x6	DS40x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	69
70	Moreland.....EX-7	4325	182	....	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	360.8	40.8	78-...	L	G	C	2⅝	.....	7	PC	No	Zen	M	A-L	A-L	70
71	Netco.....J	5300	140	200	33200	9500	B 40x8	B 40x8	Wau 6SRL	6-4⅜x5½	462	45.9	100-2400	L	G	A	3	13⅜	7	FP	Wa	Zen	M	A-L	A-L	71
72	Oshkosh.....FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her YXC4	6-4⅝x5¼	529.0	51.3	112-2000	L	G	C	3	15	7	PC	Ha	Str	M	RBo	L-N	72
73	Pierce-Arrow.....PY	....	160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4⅝x4¾	479.	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	73
74	Relay.....100AC	6615	230	.....	.....	10000	B 9.00/24	DB9.00/24	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	L	C	C	2¾	12⅛	7	PC	No	Str	V	A-L	A-L	74
75	Schacht De Luxe...40	....	174	199	.....	8000	B 9.75/20	DB9.75/20	Her WXC2	6-4½x4½	360.8	40.8	80-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	P	A-L	A-L	75
76	Service.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	76
77	Sterling FW115, FD115	....	192	222	.....	8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102-2400	L	G	C	3	13⅜	7	CC	Wa	Zen	M	D-R	D-R	77
78	Sterling FW140, FD140	....	192	222	.....	10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5½	462.	45.9	102-2400	L	G	C	3	13⅜	7	CC	Wa	Zen	M	D-R	D-R	78
79	Sterling.....FC120	....	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6-4½x4¾	381.	40.8	85-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	79
80	Sterling.....FC135	....	192	222	.....	8755	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102-2400	L	G	C	3	13⅜	7	CC	Wa	Zen	M	D-R	D-R	80
81	Stewart.....31X	4990	165	235	.....	9340	S 36x6	DS36x6	Wau 6SRL	6-4¾x5½	462	45.9	100 2000	L	G	C	3	12⅞	7	PS	.....	Str	V	D-R	D-R	81
82	Walter.....FHS	7600	Op	136	26000	9000	B 9.75/24	DB9 .75/24	Own 6	6-4½x5¾	549	45.6	110-1800	L	G	C	3½	10⅝	4	PC	On	Zen	V	R-Bo	D-R	82
83	Ward-La France..45R	....	Op	Op	25000	.....	B 9.75/22	DB9.75/22	Wau SRL	6-4⅜x5½	462	45.9	97-2000	L	G	C	3	11⅞	7	FP	Wa	Str	P	D-R	D-R	83
84	Ward-La France..45B	....	Op	Op	25000	.....	B 9.75/22	DB9.75/22	Lyc	8-3¾x4¾	420	45.	130-2800	L	G	C	2¾	12¾	5	FP	No	Zen	P	D-R	D-R	84
85	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	.....	85
86	White.....5o	4765	174	215	.....	8737	S 36x6°	DS40x6	Own GRB	4-4¼x5¾	326.3	28.9	56-1800	L	G	S	2¼	11¾	3	FP	On	Zen	V	.....	L-N 1	86
87	White.....643-5 Ton	6950	180	214	32000	10900	B10.50/24	DB10.50/24	Own 1AB	6-4⅝x5½	519	45.9	96-1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	87
88	Witt-Will.....R5	5300	159	...	24000	9000	B10.50/20	DB10.50/20	Con 20R	6-4¼x4¾	381	40.8	88-2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	88
89	Woods.....90	5560	190	Op	.....	8100	B 9.75/22	DB9.75/22	Her YXC 4	6-4⅝x5½	529	51.2	124-2200	L	G	C	.....	15	7	PC	Ha	Str	M	R-Bo	A-L	89
90	World.....DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	90
	5½ Ton and More																									
91	A.C.F.....T-160	....	186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	468	43.3	120-2200	H	C	A	2¾	.....	4	CC	Ha	Zen	V	D-R	D-R	91
92	A.C.F.....T-175B	....	186	222	24300	10400	B10.50/22	B10.50/22	Ha 175	6-5x6	707	60	175-2200	H	C	A	3½	.....	7	CC	Ha	Zen	M	D-R	D-R	92
93	A.C.F.....T-175A	....	186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6-5x6	707	60	175-2200	H	C	A	3½	.....	7	CC	Ha	Zen	M	D-R	D-R	93
94	Am.-LaF. Big Ch. 16R	6500	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50-1200	L	G	C	2⅜	9⅛	3	FP	Bu	Zen	V	D-R	D-R	94
95	Autocar.....CE	6000	172	203	30000	10400	S 36x7	DS40x8	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	95
96	Autocar...F 7½ Ton	6800	173	214	32000	11100	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	96
97	Brockway5½-7½T250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	97
98	Brockway 7½-10T-290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	G	C	3	13⅞	7	FP	Pe	Str	E	L-N	L-N	98
99	Clinton. 120SM-7 Ton	5600	172	Op	27000	9500	S 40x14	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝ r	12⅛	3	PC	Bu	Zen	V	Spl	D-R	99
100	Coleman F-200 7½ Ton	.....	144	148	32000	13750	P 44x10	DP44x10	Sterling	6-5¼x6	779.3	66.1	177-2200	L	G	A	3	13⅜	7	FP	St	Sch	P	N-E	N-E	100
101	Commerce.....100 ZB	5830	175	.....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	101
102	(Z) Corbitt 5-7½ T..33	.....	195	230	33200	10000	P 44x10	DP44x10	Con 21R	6-4⅜x4¾	427.5	45.9	112-2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	102
103	Federal...X8 7½ Ton	5085	162	186	30000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61-1350	L	G	C	2⅝	10⅛	3	FP	Pe	Zen	V	A-Bo	D-R	103
104	Federal.X8R 7½ Ton	5810	162	186	30000	10000	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	104
105	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.	60.	127-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	N E	N-E	105
106	Garford.....100ZB	5830	175	.....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	106
107	(X) Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	107
108	(X) Gen. Mot.....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	108
109	(X) Gen. Mot. T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8⅛	4	PC	Ha	Mar	M	D-R	D-R	109
110	(X) Gen. Mot. T61 5-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	110
111	(X) Gen. Mot. T82 ..5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	111
112	(X) Gen. Mot. T-83, 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	112
113	(X) Gen. Mot. T85 5-7	5600	171	204	26000	10630	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	43.3	115-2200	H	G	A	2¾	14⅛	7	FP	Ha	Str	M	D-R	D-R	113

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							4 Ton Cont'd			
1	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	1
2	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w 2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	2
3	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	3
4	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	8.2	54.6	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	4
5	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	5
6	Mod	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	14x3½x⅞	. .	Opt	Opt	33	40x2½	62x3½	½	6
7	Mod	P.B-L	B-L	A	4	Opt	Opt	Tim	WF	R	Opt	Opt	Tim	T2IMV	. . .	TD	Ros	14x3½x⅞	. .	Opt	Opt	33	44x3	62x3½	½	7
8	. . . .	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	. . .	CI	Ros	8¼x3⅞x⅞x⅞	C	156	91¼	34⅞	42x3	52x5	N	8
9	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	7.25	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	9
10	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65720H	WF	R	6.8	38.8	Tim 35000H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	10
11	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720 H	2F	R	Opt	Opt	Tim 35000 H	L4IH	768	FD	Ros	7x3½x⅞	P	Opt	Opt	34	41½x2½	53x3	½	11
12	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	12
																							4½ Ton			
13	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	W/2	R	9.5	90.2	Tim 26450H	L4IH	. . .	FD	Ros	8x3½x⅞	C	. . . .	. . . .	32½	40x2½	54x4	½	13
14	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	. . .	TD	Ros	8x3½x¼	C	Opt.	Opt	34	40x2½	56x3½	½	14
15	Own	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	. . .	TX	Ros	7x3½x⅞	C	Opt.	Opt.	33	40x2½	56x3½	½	15
																							5 Ton			
16	Per	B-L	B-L 60-7	A	7	. . . .	Spi	Tim66720DH	WF	R	9.0	85.5	Tim 26050H	L4ID	876	TD	Ros	9x3¼x¼	P	168	108¼	34	44x3	54x3½	½	16
17	Per	B-L	B-L 60-7	A	7	. . . .	Spi	Tim 66720W	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3¼x¼	P	168	105¼	34	44x3	54x3½	½	17
18	G&O	P.B&B	Own	A	4	U2	Spi	Tim66704BY	WF	R	6.00	66.0	Tim 15733B	B4IM	. . .	TD	Ros	9x2½x¾	P	Opt	Opt	33	42x2½	54x3	¾	18
19	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	. . .	TX	Own	9¼x2½x¼	T	Opt	Opt	33	44x3	56x3	¾	19
20	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	8.5	55.2	Shu 5572	L4IHV	793	C	Ros	8x3x¼	C	Opt	Opt	31½	40x2½	62½x3	. .	20
21	Per	D.B-L	B-L 55-7	A	7	. . . .	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	. . .	Ros	9x3¼x¼	. .	221	133	34	40x3	56x4	. .	21
22	Own	dp.Lon	Own B	A	4	Opt	Spi	Own C	2F	H	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158⅞	88½	34½	42½x3	54½x4	½	22
23	Own	dp.Lon	O.n T	U	12	A3	Spi	Own TF	2F	H	7.20	103	Tim 26450	LO4ID	602	TD	Ros	13x3x¼	C	175½	105	34½	42½x3	54½x4	½	23
24	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9½	90.0	Shu 638	B4IA	441	FD	Ros	8x2½x⅜	P	Opt	Opt	36	42x3	52x3½	½	24
25	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8¼x3x⅞	C	142	84	34½	40x2½	54x3	½	25
26	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	26
27	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	27
28	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	. . .	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	28
29	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	. . .	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	29
30	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . . .	. . . .	. . . .	Ros	. . . .	. . . .	144	94½	. . . .	. . . .	. . . .	. . . .	30
31	Per	D.Ful	Ful HU 16	U	4	No	Blo	W' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	. . .	FD	Ros	8¾x3⅛x¼	C	198½	141½	41½	44x3	60x4	½	31
32	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	4IA	864	FI	Ros	7½x3x¼	C	128½	73⅞	36	46x3	58x3½	½	32
33	Per	D.B-L	B-L 60	A	7	No	Spi	Tim66704DH	W/2	H	Opt	Opt	Tim 26450H	T4IHV	695	2I	Ros	8x2¼x¼	C	162	109	34	46x3	60x3½	½	33
34	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 26450H	L4IHV	520	TD	Ros	10x3¼x⅞	C	132	78	37	48x3	60x3½	½	34
35	G&O	D.Cov	Cov	A	5	No	Sp P4	Wis 1627KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x⅞	C	138	89¼	34	46x3	56x3½	½	35
36	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2⅝x⅞	C	216	130	36	45x3	54x4	½	36
37	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2⅝x⅞	C	156	108	36	48x3	54x4	½	37
38	Mod	D.B-L	B-L 70	. .	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	. . .	. . .	Ros	9¼x3⅛x½x¾	C	. . . .	. . . .	38⅛	42x3	56x4	N	38
39	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Ti' 66704 HP	WF	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7⅞x3½x½	C	180	107⅛	34	42x2½	54x3	½	39
40	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T' 66704WP	WF	R	7.6	72.2	Own	T4IA	921	RI	Ros	7⅞x3½x⅛	C	180	107⅛	34	42x2½	54x3	½	40
41	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 66720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x⅞	C	144	94	38	46x3	54x4	½	41
42	Lon	B-L	B-L 60	A	7	No	Spi 5	Tim 68720TW	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x⅞	C	144	94	38	46x3	54x4	½	42
43	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3⅛	C	153½	110½	34	48 3½	52x4	N	43
44	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . . .	. . . .	. . . .	Ros	. . . .	. . . .	144	94½	. . . .	. . . .	. . . .	. . . .	44
45	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM	574	TX	Jac	9x3½x⅞	P	125	70	34⅛	40x3	50x3	½	45
46	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	50.8	Own	B4IM	574	TX	Jac	9½x3x⅞	P	125	70	34⅛	40x3	50x3	½	46
47	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IM	685	TX	Jac	9x3½x⅞	P	125	69¼	34⅛	40x3	54x3	½	47
48	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅞	P	125	69¼	34⅛	40x3	54x3	½	48
49	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅞	P	125	70	34⅛	40x3	54x3	½	49
50	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TX	Jac	9x3½x⅞	P	125	70	34⅛	40x3	54x3	½	50
51	Lon	D.	Own	U	4	No	Spi	Own	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x⅞	P	137	82	34½	50x3½	54x3	½	51
52	Lon	D.B-L	B-L	A	7	. . .	Spi	T' 66704DHP	WF	R	Opt	Opt	Tim 16710H	T4IA	. . .	RI	Ros	7x2¾x¼	C	. . . .	. . . .	. . . .	40x2½	54x4	½	52
53	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	864	FD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	53
54	Per	D.Ful	Ful H U 16	U	4	No	Blo	W' 12527KW	2F	H	4.00	25.2	Tim 1671OH	4IA	864	FD	Ros	8¼x3⅛x¼x¼	C	198½	141½	41½	44x3	60x4	½	54
55	You	D.B-L	B-L 60	A	7	No	Blo	Tim66720DH	WF	H	9.00	85.5	Tim 16710H	LT4IH V	690	TD	Ros	7½x3x⅛	C	134	82¼	34	42x2½	62x3½	½	55
56	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	. .	. .	Tim 16710 H	4IHV	. . .	TD	Ros	7x3½x¼	P	110	. . . .	34	40x2½	56x3½	½	56
57	You	D.B-L	B-L 555	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	97.4	Shu 678	W4IA	471	CD	Ros	8x4x⅛	I	112	80	34⅝	41½x3	54½x3½	½	57
58	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅞	T	142	84	34½	40x2½	54x3	½	58
59	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81½	34	44x3	58x4	½	59
60	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 6	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	60
61	Own	D.B-L	B-L 714	A	12	A3	Spi	Eat 65041W	2	R	8.5	91.0	Tim 26450	Ws	. . .	FD	Ros	8x3½x⅞	. .	. . . .	130	38	44x2½	52x3	½	61
62	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅞	P	154½	99½	37	49x3	56x4	½	62
63	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	P	148	92½	33	42x3	56x3	½	63
64	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	W84IA	623	FD	Ros	9x3¼	C	115	80	33	42x3	58½x3	½	64
65	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8¼x2⅞x⅞	T	144	80	33⅜	48x3½	56⅞x3½	½	65
66	Own	P.Own	Own AC	J	4	No	Spi 2	Own AK	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8½x2¾x¼	C	132	93⅛	37¼	48x3½	52x4	½	66
67	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¾x¼	C	132	93⅛	37¼	48x3½	56x4	½	67
68	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8½x2¾x¼	C	132	. . . .	37½	48⅞x3½	56⅞x4	. .	68
69	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅞	C	132	92	37½	46x3½	52x4	½	69
70	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9⅞x3½x5	C	156	99	34	39½x2½	54x3	½	70
71	Mod	D.B-L	B-L 60	U	5	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	C	132	96	34	40x3	50x4	½	71
72	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	Own	170	2I	Han	7x2½x½	. .	113¼	83⅞	34	44x2½	50x3	½	72
73	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x2½x⅞	C P	132⅛	78⅛	34	41x3	56x4	½	73
74	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	. .	7.85	58.5	Tim 1660W	4IA	447	FX	Han	8½x3½x⅞	P	216	148	34	42x3	60x4	½	74
75	You	D.Ful	Ful MG U	U	4	Op	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	75
76	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . . .	. . . .	. . . .	Ros	. . . .	. . . .	. . . .	94½	. . . .	. . . .	. . . .	. . . .	76
77	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	77
78	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	10	66.6	Tim	W84IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	78
79	Moc	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	79
80	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	98x3	54x3	½	80
81	Mod	D.Ful	Ful	A	8	t	Spi3	Tim	WF	R	10.5	15.1	Sal	B4IMV	. . .	TX	Ros	9⅞x2¾x⅞	C	136¼	79½	32	40x3	56x4	½	81
82	Own	Own	Own	U	5	N	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	82
83	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	14x3½x⅞	P	Opt	Opt	33	44x3	62x3½	½	83
84	Mod	P.B-L	Own	A	5	No	Spi	Tim	WF	R	Opt	Opt	Tim	L4IHV	. . .	TD	Ros	14x3½x⅞	P	Opt	Opt	33	44x3	62x3½	½	84
85	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	N	85
86	Own	P.Own	Own 4B	U	4	Op	Spi	Own	2F	R	10.1	66.4	Own	OPM	349	2X	Own	8x	I	166½	105½	42½	44x3	51⅞x5	N	86
87	. . . .	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	. . .	CI	Ros	8¼x3⅛x⅞x⅞	C	156	91¾	. . . .	. . . .	52x5	N	87
88	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66700H	WF	R	9.0	98.2	Tim 26050H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	. . . .	. . . .	. . . .	88
89	Chi	D.B-L	B-L 714	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x⅞	P	Opt	Opt	34	41½x2½	54½x3	½	89
90	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	90
																							5½ Ton and More			
91	Lon	P.B-L	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	91
92	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	92
93	Lon	dp. Lon	B-L	U	4	Opt	Spi 6	Tim 79730	2F	R	7.48	52.8	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	93
94	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	. . .	2X	Own	8x3x⅞	T	209	139	36	45x3	56x4	N	94
95	Own	dp.Lon	Own B.	A	4	Opt	Spi	Own C	2F	R	8.57	52.5	Own CL	LO4IM	670	FD	Ros	9x3x¼	C	158⅞	88½	34½	42½x3	55⅛x4	½	95
96	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅞	T	159½	88¾	34¼	42½x3	54½x4	½	96
97	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim .	WF	R	8.75	63.7	Shu	LTIHV	664	CD	Ros	8x3x⅞	T	162	99	36	40x3	54x4	½	97
98	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	CD	Ros	8x3x⅞	P	162	99	36	40x3	54x4	½	98
99	Own	D.B-L	B-L 60	A	4	No	Blo	Ti' 68702Dbp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x¼	T	Opt	Opt	38	43½x3	55½x4	N	99
100	Per	B-L	B-L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	. . .	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	. .	100
101	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . . .	. . . .	. . . .	Ros	. . . .	. . . .	144	94½	. . . .	. . . .	. . . .	. . . .	101
102	Per	D.B-L	B-L 60 Max	A	7	No	Spi	Tim68720TW	W/2	. .	Opt	Opt	Tim27450TW	T4IA	. . .	2I	Ros	8x3x⅞	T	162	109	34	46x3	56x4	½	102
103	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68720DP	WF	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x½	C	151	87⅛	38	44x3	56x3½	½	103
104	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	WF	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x½	C	151	87⅛	38	44x3	56x3½	½	104
105	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x⅛	C	153½	110½	34	48x3½	52x4	N	105
106	Lon	D.Own	B-L 60 Max	A	7	. . . .	Blo	Tim 68700DP	WF	. .	10.1	95.0	Tim 16302	. . . .	. . . .	. . . .	Ros	. . . .	. . . .	144	94½	. . . .	. . . .	. . . .	. . . .	106
107	Lon	D.Own	Own	U	4	No	Spi	Own	SF	R	6.57	40.6	Own	B4IM.	574	TX	Jac	9x3½x⅞	P	125	70	34⅛	40x3	50x3	½	107
108	Lon	D.Own	Own	U	4	No	Spi	Own	2F	R	8.05	49.8	Own	B4IM	574	TX	Jac	9x3½x⅞	P	125	70	34⅛	40x3	50x3	½	108
109	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.5	52.5	Own	B4IM	685	TX	Jac	9x3½x⅞	P	125	69¼	34⅛	40x3	54x3	½	109
110	Lon	D.Own	Own	U	4	No	Spi	Own	WF	R	8.50	52.5	Own	B4IMV	685	TX	Jac	9x3½x⅞	P	125	69¼	34⅛	40x3	54x3	½	110
111	Lon	D.Own	Own	U	12	A	Pet	Own	WF	R	10.2	143	Own	B4IM	793	TD	Jac	9x3½x⅞	P	125	70	34⅛	40x3	54x3	½	111
112	Lon	D.Own	Own	U	12	A	Spi	Own	WF	R	10.2	143	Own	B4IMV	865	TX	Jac	9x3½x⅞	P	125	70	34⅛	40x3	54x3	½	112
113	Lon	D.	Own	U	4	No	Spi	Own	2F	R	8.50	53.3	Own	B4IMV	865	TX	Jac	4x⅞x9	P	137	82	34½	50x3½	54x3	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	Gotfredson...RW104A		169	193		12000	S 36x6	DS40x8	Bud BBU	4–5x6½		40.0		L						PC	Pe	Zen	V	R-Bo	D-R	1
2	Gotfredson...RW106A		173	196		12400	S 36x6	DS40x8	Own	6–4⅜x4¾		48.6		L						PC	Pe	Str	M	R-Bo	D-R	2
3	G-P.....85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6–4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	3
4	G-P.....85-8, 5-7		169	Op	24000	9100	B10.50/20	DB10.50/2	Lyc AED	8–3¾x4½	420	45.0	140–3000	L	G	C	2¾	11⅞	5	PC	Mo	Str	M	A-L	A-L	4
5	G-P.....95-6, 7-10	6670	159	196	33000	10400	B10.50/24	DB10.50/2	Wau 6RB	6–5x5¾	677.0	60.0	125–2000	L	G	A	3½	11⅜		PC	Wa	Str	M	A-L	A-L	5
6	Hahn & Selden .77 5-7				27800						611.4		127–2300		C	A	3		7							6
7	Indiana..5½-7½T 250		182	224	25000	10000	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Str	M	A-L	A-L	7
8	Indiana...7½-10T 290		182	212	30000	10750	P 38x7	S 40x14	Con	6–4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13¾	7	FP	Pe	Str	E	L-N	L-N	8
9	LaFran.-Republic.35-2		174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6–4½x5¾	549.0	48.6	98–1850	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	A-L	A-L	9
10	Mack AC	5500	156	240			S 36x6	DS40x6	Own AC	4–5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo		10
11	Mack AC	6550	174	240			B10.50/24	DB10.50/24	Own BK	6–4¾x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	11
12	Mack AC	6000	156	240			S 36x7	DS40x7	Own AC	4–5x6	471	2.40.0	77–1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo		12
13	Mack AP	9500	191	191			S 36x7	DS40x8	Own AP	6–5x6	706.5	60.	150–2000	L	G	S	3½	11⅛	4	PS	On	Str	V	R-Bo	NE	13
14	Moreland H7	5200	196		22000	8000	P 36x8	DP36x8	Her YXC	6–4¾x4¾	428.4	45.9	94–2200	L		C	3	15	7	PC	No	Zen	M	A-L	A-L	14
15	Netco.....K	6500	180	220	32000	11000	B10.50/40	DB10.50/40	Lyc AEC	8–3¾x4½	420	140	140–2800	L	G	C	2⅝	12	5	FP	Ha	Zen	M	A-L	A-L	15
16	Pierce-Arrow.....PZ		168	204	34000	12800	S 36x7	DS40x8	Own	6–4¾x5¾	611	54.1	130–2000	L	G	A	3½	16⅝	7	FP	Ha	Zen	M	D-R	D-R	16
17	Relay..100B, 7½ Ton	6900	220		29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6–4¾x6	638	54.1	118–1850	L	G	C	3	10⅛	4	PC	Ha	Zen	E	A-L	L-N	17
18	Schacht...70 7½ Ton		168	200		10500	S 36x7	DS 40x8	Wau SRL	6–4¾x5½	462	45.9	88–2000	L	G	B	3		7	FP	Mo	Zen	G	A-Bo	No	18
19	Service.....100ZB	5830	175			9600	S 36x6	S 40x14	Bud BA6	6–4⅛x5½	410.9	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	19
20	Standard.....5-7		165	180		8700	S 36x6	S 40x14	Con B5	4–4¾x6	425.3	36.1		L	G	C	2⅜		3	FP	St	Str	V	Els	ABol	20
21	Sterling FW140, FD140		192	222		10050	P 40x8	DP42x9	Wau SRL	6–4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	21
22	Sterling.....FC135		192	222		8755	P 40x8	DP40x8	Wau SRL	6–4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	22
23	Sterling FC140 6, 7½		200	230		9055	P 40x8	DP40x8	Wau HB	6–4¼x5¾	489.	43.4	90–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	23
24	Sterling FC145–6, 7½		200	230		9555	P 40x8	DP40x8	Wau AB	6–4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	24
25	Ster ling FD,FW170–7½,9		200	230		10500	P 40x8	DP44x10	Wau AB	6–4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	25
26	Sterling FC170 7½, 9		200	230		10255	P 40x8	DP42x9	Wau RB	6–5x5¾	677.	60.	125–2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	26
27	Stewart....27X 7 Ton	5700	165	235		10040	P 36x7	P 40x7	Wau 6SRL	6–4⅜x5½	462	45.9	100–2000	L	G	C	3	12⅞	7	P	Wa	Str	V	D-R	D-R	27
28	Wa ter...FHRS 7½T.	8000	Op	136	31000	10000	B10.50/2	DB10.5/ 24	Own 6	6–4½x5¾	549	48.6	110–1800	L	G	C	3½	10⅜		C	On	Zen	V	R-Bo	D-R	28
29	Ward La France 50D-7		Op	Op	28000		P 40x8	DP40x8	Wau SRL	6–4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	29
30	Ward-La France .55B6		Op	Op	26000		B 9.75/20	DB10.50/20	Lyc	8–3¾x4¼	420	45	130–2800	L	G	C	3	12¾	5	FP	No	Zen	M	D-R	D-R	30
31	Ward-La Fr. 75RW7½		Op	Op	28000		B 10.50/20	DB10.50/20	Wau RB	6–5x5¾	677	60	127–2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	31
32	Ward-La Fr. 100RW10		Op	Op	34000		B 10.50/24	DB10.50/24	Wau RB	6–5x5¾	677	60	127–2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	M	D-R	D-R	32
33	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4–4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	1	3	FP	On	Zen	V	Els		33
34	Witt-Will.....R55	5700	159		27000	9500	B10.50/20	DB10.50/20	Con 21R	6–4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	34
35	Woods.....105	6975	190	Op		8700	B 10.50/22	DB10.50/22	Her HXC	6–5¼x6	770	66.1	164–2000	L	G	S	3½		7	PC	Ha	Str	M	R-Bo	A-L	35
	Six-Wheelers																									
36	Autocar.....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6–4½x4¾	453.0	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	36
37	Brockway.640, 10 Ton		212	224	40000	14000	P 38x7	S 36x10	Con	6–4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	37
38	Chicago.....1-56-D		174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	462	45.9	97–2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	38
39	Corbitt.....20SW6		Op	Op	22000	9000	B 7.50/20	DB7.50/20	Con 20R	6–4⅛x4¾	411.0	40.0	89–2400	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	39
40	Corbitt.....28SW6		Op	Op	30000	10000	P 34x7	DP34x7	Con 21R	6–4⅜x4¾	427.5	45.9	100–2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	40
41	Corbitt.....36SW6		Op	Op	38000	11500	B 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	100–2600	H	C	C	2¾	13	7	FP	No	Zen	M	D-R	D-R	41
42	Corbitt.....40SW6		Op	Op	42000	13000	P 38x9	DP38x9	Con 16H	6–4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13⅜	7	FP	No	Zen	M	D-R	D-R	42
43	Day Elder 285 8 Ton	6000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅞	7	FP	Co	Zen	V	D-R	D-R	43
44	Day Elder 345 10 Ton	7500	164	204	34500	12500	B9.00/20	DB9.00/20	Con 21R	6–4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅞	7	FP	Co	Zen	V	D-R	D-R	44
45	Day Elder 402 12 Ton	9000	164	204	40200	14000	B9.75/20	DB9.75/20	Con 16-H	6–4¾x5¾	611.4	54.2	127–2300	L	G	A	3	13⅜	7	FP	Co	Zen	M	D-R	D-R	45
46	Diamond T....801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6–4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	46
47	Diamond T....1200 6T	5600	180	210	28000	11000	B9.00/20	DB34x7	Her YXC-2	6–4½x4¾	549	48.6	99–2000	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	47
48	Diamond T....1601 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6–5x5¾	677.4	60.0	127–2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	L-N	L-N	48
49	Diamond T...1600 8T	6220	175	210	36000	12000	P 36x8	DP36x8	Her YXC3	6–4⅝x4¾	479.0	51.3	104–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	49
50	Douglas.....F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6–4½x6	572.5	48.6	114–1900	L	G	C	3	10⅛	4	PC	Bu	Zen	E	L-N	L-N	50
51	Fageol.....4–46	3900	172	205		9400	P 32x6	DP32x6	Wau MK	6–4⅛x4¾	381.0	40.8	82–2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	51
52	Fageol.....6–26	6000	195	220		11100	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	52
53	Fageol.....6–46	6500	195	220		11500	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	53
54	Fageol.....8–26	6300	195	220		11800	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	54
55	Fageol.....8–46	6900	195	220		12200	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	55
56	Fageol.....10–26	7400	184	232		13700	B9.00/20	DB9.00/20	Wau AB	6–4½x5¾	549	48.6	100–2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	56
57	Fageol.....10–46	8100	184	232		14100	B9.00/20	DB9.00/20	Wau AB	6–4½x5¾	549	48.6	100–2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	57
58	Federal.D2SW-2½-3T	1050	140	164	12500	3925	B 6.00/20	P 32x6	Con W10	4–3⅞x4⅛	200.5	24.0	48–2500	L	C	A	2½	5⅞	3	PC	Mo	Zen	M	D-R	D-R	58
59	Federal .E2SW-2½-3T	1150	145	169	12500	3975	B 6.00/20	P 32x6	Con 17E	6–3⅝x4	215.0	27.3	60–2500	L	C	A	2½	9⅛	7	PC	Mo	Zen	V	D-R	D-R	59
60	Federal U6SW-6T	6000	189	201	28000	9850	P 34x7	DP34x7	Con 20R	6–4⅛x4¾	380.9	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	60
61	Federal .U6SWAB-6T	6500	202	201	28000	9900	P 34x7	DP34x7	Con 20R	6–4⅛x4¾	380.9	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	61
62	Federal....4C 6SW-8T	7500	231	231	34000	11500	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	428	45.9	100–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	62
63	FWD.....X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau SRL	6–4⅜x5½	462	45.9	102–2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	63
64	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6–3¼x5	331.4	33.7	94–2500	H	G	A	2½	8⅛	4	PC	Ha	Str	M	D-R	D-R	64
65	(X)Gen.Mt... T95, 7-9	7545	189	224	34000	13250	P 34x7	DP34x7	Own 468	6–4¼x5½	468	43.3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	65
66	(X)Gen.Mt... T96, 7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6–4¼x5½	468	43.3	115–2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	66
67	G-P.65-6 SW, 5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6–3⅜x5	353.0	36.4	77–2200	L	G	C	2¾	10	4	PS		Str	M	A-L	A-L	67
68	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8–3⅝x4½	322.0	36.4	120–3200	L	G	C	2¾	11⅞	5	FP		Str	M	A-L	A-L	68
69	G-P.75 6 SW, 6 8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau SRL	6–4⅜x5½	462.0	45.9	100–2400	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	69
70	G-P 75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8–3¾x4¾	420.0	45.0	135–3000	L	G	C	2¾	11⅞	5	FP		Str	M	A-L	A-L	70
71	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6–4½x5¾	549.0	48.6	100–2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	71
72	G-P.85-8 SW, 8-10 Ton		169	Op	36000	12000	B10.50/24	B12.75/24	Lyc AED	8–3¾x4¾	420	45.0	140–3000	L	G	C	2¾	11⅞		FP		Str	M	A-L	A-L	72
73	G-P.95-6SW,10-12Ton	8215	176	Op	40500	13000	B10.50/ 24	B13.50/24	Wau 6RB	6–5x5¾	677.0	60.0	125–2000	L	G	C	3½	11⅜	4	PC	Wa	Str	M	A-L	A-L	73
74	Hendrickson.....32-S	5000	Op	Op	32000	10000	B 9.00/20	DB9.00/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	74
75	Hendrickson.....36-S	5500	Op	Op	36000	10500	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	75
76	Hendrickson.....38-D	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	76
77	Hendrickson.....44-D	9000	Op	Op	44000	14000	B9.75/22	DB9.75/22	Bud GF-6	6–4¼x6	638.0	59.1	126–1850	L	G	C	3	10⅛	4	PC	Bu	Zen	M	A-L	A-L	77
78	Hug.....97–6, 5T		144	144	31765	13765	P 40x8	DP40x8	Bud BA6	6–4⅛x5½	411.0	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	M	R-Bo	D-R	78
79	Hug.....98–6, 7½		Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6–4¼x6	638.0	54.1	126–1850	L	G	C	3	10⅛	4	PC	Bu	Zen	M	R-Bo	D-R	79
80	Hug.....99-10T		148	Op	28500		P 36x8	P 40x16	Bud GF6	6–4¾x6	638.0	54.1	126–1850	L	G	C	3	10⅛	4	PC	Bu	Zen	M	R–Bo	None	80
81	Indiana...640, 10 Ton		212	224	40000	14000	P 38x7	S 36x12	Con	6–4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	81
82	Kenworth.....345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6–4¼x5½	468.0	43.3	112–2000	H	C	A	2¾	10⅜	4	PC	No	Zen	M	D-R	D-R	82
83	Kenworth.....385		242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6–5x6	706.8	60.0	158–2000	H	C	A	3¼	11⅛	7	FP	No	Zen	M	D-R	D-R	83
84	Kleiber.....22DD 5T		192			9400	P 32x6	DP32x6	Con 18R	6–4x4½	339.	38.4	82–2400	H	C	C	2¾		7	FP	No	Str	V	R.Bo	-Bo	84
85	Kleiber.....28DD		201		28000	10060	P 34x7	DP34x7	Con 20R	6–4⅛x4¾	411	40.0	89–2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	85
86	Kleiber.....34DD		210		34000	11900	P 36x8	DP36x8	Con 21R	6–4⅜x3¾	427.5	45.9	100–2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	86
87	Kleiber.....34DDT		215		34000	13650	P 36x8	DP36x8	Bud GF6	6–4¼x6	638	54.1	126–1850	L	G	C	3		4	FP	No	Str	V	R.Bo	D-R	87
88	LeMoon.....HB46	4950	187	199	24000		P 32x6	DP32x6	Wau 6SRL	6–4⅜x5½	462	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	88
89	LeMoon.....HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	87–2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	89
90	LeMoon.....HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6–4⅜x5½	462	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	90
91	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6–4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	7	PC	Wa	Str	M	L-N	L-N	91
92	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6–5x5¾	677	60.0	127–2000	L	G	A	3½	11¾	4	PC	Wa	Str	N	L-N	L-N	92
93	Maccar.....SW86		206		38700	11700	B 9.75/20	DB9.75/20	Her YXC 3	6–4⅛x4¾	478.8	51.2	102–2000	L	G	C	3	10	7	PC	PE	Zen	V	D-R	D-R	93
94	Mack.....AC	7500	177	217			S 36x6	S 40x12	Own AC	4–5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo		94
95	Mack.....AC	8700	197	237			P 40x8	DP40x8	Own BK	6–4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	95
96	Mack.....AK	9500	197	237			B9.75/22	DB9.75/22	Own BK	6–4½x5½	525.2	48.6	126–2200	L	G	S	3	10½	4	PS	On	Str	V	R-Bo	N-E	96
97	Mack.....AP	12000	197	237			S 36x6	S 40x12	Own AP	6–5x6	706.5	60.	150–2000	L	G	S	3½	11⅛	4	PS	On	Str	V	R-Bo	NE	97
98	Moreland.....BD 7	3565	184		16000	6000	P 34x7	P 34x7	Her WXB	6–3¼x4½	298.2	33.7	67–240	L		C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	98
99	Moreland.....ED7	5285	196		23000	8500	P 36x8	P 36x8	Her WXC 2	6–4½x4½	360.8	40.8	73–2000	L		C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	99
100	Morcland.....HD7	6585	220		30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6–4⅝x4¾	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	100
101	Moreland.....SD7	6860	221		34000	11500	S 36x7	S 36x10	Her YXC 3	6–4⅝x4¾	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	101
102	Moreland.....TD7	8245	221		34000	12500	S 36x7	S 36x10	Con 16H	6–4¾x5¾	611.4	54.1		L						PC	No	Zen	M	A-L	N-E	102
103	Relay.....50SW 5T	5505	152	178		8600	P 36x6	DP36x6	Bud DW6	6–3¾x5	331.3	33.7	73–2200	L	G	C	2½		4	FP	No	Zen	V	A-L	A-L	103
104	Relay.....60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6–4⅛x5½	411.0	40.8	83–2100	L	G	C	2½		4	FP	Bu	Zen	V	A-L	A-L	104
105	Sterling.....FWS90		Op	Op		7980	P 32x6	DP32x6	Wau MK	6–4⅛x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	105
106	Sterling.....FWS100		Op	Op		9150	P 34x7	DP34x7	Wau MK	6–4⅛x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	106
107	Sterling.....FWS140		Op	Op		11755	P 38x7	DP38x7	Wau SRL	6–4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	107
108	Sterling FDS, FWS180		Op	Op		12855	P 40x8	DP40x8	Wau AB	6–4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	108
109	SterlingFDS, FWS 200		Op	Op		13555	P 40x8	DP40x8	Wau RB	6–5x5¾	677.	60.	125–2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	109
110	Sterling.....FCS170		Op	Op		13855	P 36x8	DP36x8	Wau HB	6–4¼x5¾	489.	43.4	90–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	110
111	Sterling.....FCS180		Op	Op		14000	P 40x8	DP40x8	Wau AB	6–4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	111
112	Sterling.....FCS210		Op	Op		14555	D 40x8	DP40x8	Wau RB	6–5x5¾	677.	60.	125–2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	112
113	White.630SW 200 3 T		193	205	24000	10000	B8.25/20	DB8.25/20	Own 3A	6–4x5¼	396	38.4	72–1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	113
114	White 642.....SW310		198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6–4⅜x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	114
115	White 643.....SW410		198	215	40000	14400	S 40x8	DS40x8	Own 1AB	6–4¾x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	115

5½ Ton and more Cont'd

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	Lon	D.B-L	B-L60Max	A	7	...	Spi	Tim 68700DP	...	WF	..	11.7	111	Tim 17302	...	...	...	Ros	...	..	...	...	...	...	...	..	1
2	McC	D.B-L	B-L60Max	A	7	...	Spi	Tim 68700DP	...	WF	..	10.0	95.0	Tim 17302	...	...	...	Ros	...	..	...	...	...	...	...	..	2
3	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	...	DF	R	9.00	113.	Tim27450TW	B4IM	...	CD	Ros	12x3½x3/16	T	...	...	...	40x3	58x4	½	3
4	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 1567W	...	DF	R	9.00	113.	Tim27050T	B4IM	...	CD	Ros	14x3½x3/16	T	...	...	...	40x3	58x4	½	4
5	Own	D.Ful	Ful MHU	U	4	A	MM8	Wis 19000W	...	DF	R	10.1	125.	Tim27450TW	B4IM	...	CD	Ros	14x3½x3/16	T	...	...	...	40x3	58x4	½	5
6	...	...	...	..	..	A	Blo	...	...	...	R	...	...	...	4IMV		TD	...	9x3¼x¼	P	...		37½	42x3	60x4	½	6
7	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim		WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x3/16	P	162	99	36	40x3	54x4	½	7
8	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x3/16	P	162	99	36	40x3	54x4	½	8
9	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450-H	L4IHV	870	FD	Han	9⅛x3½x3/16	C	128½	81¼	36 3/16	44x3	60x3½	½	9
10	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x3/16	C	132	92	37½	46x3½	52x4	½	10
11	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x3/16	C	132	...	37½	48x3½	52x4	..	11
12	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x3/16	C	132	92	37½	46x3½	52x4	..	12
13	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x3/16	C	180	108⅜	37½	46x3½	52x4	½	13
14	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...	TI	Ros	9⅛x3 3/16x3/16	C	168	113	34	39⅝x2½	56x3½	½	14
15	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	2	2F	R	Opt	Opt	Tim 26450H	L4IH	690	...	Ros	9x3x¼	C	180	120	33	44x3	56x4	½	15
16	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x3/16	C	139	84½	38½	41x3	56x5	½	16
17	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8⅛x3½x3/16	P	192	134	34	42x3	56x4	½	17
18	Own	D.B-L	B-L 70	A	7	A	Spi	Own	...	WF	R	14.0	88.2	Own	O2IMV	628	TX	Ros	9x2½x3/16	C	152	82 3/16	35¾	42x3	50x3	½	18
19	Lon	Own	B-L60Max	A	7	...	Blo	Ti 68700DP	...	WF	..	10.1	95.0	Tim 16302	...	...	...	Ros	...	..	144	94½	...	...	...	..	19
20	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF	..	6.86	83.6	Tim 17300	...	...	...	Ros	...	..	144	93 11/16	...	...	...	..	20
21	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	21
22	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	48x3	54x3	½	22
23	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	8.3	55.2	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	23
24	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	24
25	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	62.7	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	163	107	34	48x3	60x4	½	25
26	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	26
27	Own	D.Ful	Ful	A	8	U8	Spi 3	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...	TX	Ros	9 3/16x2¾x3/16	C	136½	76⅜	32	40x3	56x4	½	27
28	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	28
29	Own	P.B-L	B-L	A	7	No	Spi	Tim	...	WF	..	Opt	Opt	Tim	T2IMV	...	TD	Ros	8x3½x3/16	C	Opt	Opt	37	44x3	56x4	½	29
30	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3¼x¼	C	Opt	Opt	33	42x3	62x3½	½	30
31	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x3½x¼	..	Opt	Opt	33	42x3	62x3½	½	31
32	Per	P.B-L	Own	A	5	No	Spi 4	Tim	...	WF	R	Opt	Opt	Tim	WS4IA	...	TD	Ros	14x¾x3/16	..	Opt	Opt	33	42x3	62x3½	½	32
33	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	...	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	N	33
34	Per	D.B-L	B-L 60	A	4	A	Spi	Tim68700DH	...	WF	R	10.0	48.2	Tim 26050H	L4IHV	...	TD	Ros	8x3x¼	C	...	76	36	...	...	..	34
35	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	...	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	...	P	Opt	Opt	34	41½x2½	...	½	35

Six-Wheelers

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
36	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x3/16	T	159⅛	86¾	34¼	42½x3	61x5	½	36
37	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x3/16	P	216	129	36	40x3	54x4	N	37
38	Chi	D.B-L	B-L60Max	A	7	No	Spi 6	Tim 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796	TD	Ros	8x3½x3/16	C	...	...	35½	44½x3	60x4	..	38
39	Per	P.B-L	B-L 615	U	5	No	Spi	TimSW100W	4R	WF	..	Opt	Opt	Tim 35000W	Ws6IA	...	TD	Ros	8x3½x¼	T	Opt	...	...	40x2½	56x4	½	39
40	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW200W	4R	WF	..	Opt	Opt	Tim 26450W	Ws6IA	...	TD	Ros	8x3x3/16	C	Opt	...	...	46x3	56x4	½	40
41	Per	P.B-L	B-L 607	A	7	No	Spi	TimSW300W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x3/16	T	Opt	...	...	46x3	66x4	½	41
42	Per	P.B-L	B-L 707	A	7	No	Spi	TimSW410W	4R	WR	..	Opt	Opt	Tim 27450W	Ws6IA	...	TD	Ros	10½x3½x3/16	T	Opt	...	...	46x3	66x4	½	42
43	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4 R	WF	R	7½	71.2	Tim 36020H	L6IHV	674	TD	Ros	10x3¾x3/16	C	132	80	37	48x3	64x4	½	43
44	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4 R	WF	R	8½	79.9	Tim36020TW	T6IA	674	TD	Ros	10x3¾x3/16	C	132	80	37	48x3	64x5	½	44
45	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4 R	WF	R	9	84.6	Tim36020TW	T6IA	674	TD	Ros	10x3¾x3/16	C	126¼	74¼	37	45½x3	64x5	½	45
46	G&O	D.Cov	B-L	A	7	No	SpP 5	Own	4 R	WF	H	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6½x3x¼	P	162	103	34	45¼x2½	58x4	N	46
47	G&O	D.Cov	B-L60Max	A	7	No	SpiB5	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3½x¼	P	162	100¼	37	46x3	50x4	N	47
48	G&O	D.B-L	B-L 70	A	7	No	SpB5	Tim SW300	4R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3½x¼	P	141	93	37	46x3	50x4	N	48
49	G&O	D.Cov	B-L60Max	A	7	No	SpP 5	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3½x¼	P	138¾	94¾	37	46x3	50x4	N	49
50	Own	D.Ful	Ful H-OG	U	8	A 8	Blo 5	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	960	CX	Ros	10x2⅝x3/16	T	240	140	36	48x3	65x3½	N	50
51	Per	P.B-L	B-L 314	U	4	...	PeS6	Tim Own	4R	WF	R	7.66	50.6	Tim 33020	L4rIHV	459	TX	Ros	7⅛x3½x3/16	C	168	91⅛	33½	37x2½	46x3½	N	51
52	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	52
53	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	53
54	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	54
55	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x3/16	C	192	114⅝	34	41x3	46x3½	N	55
56	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	90.3	Tim 17300	T4rIA	504	TX	Ros	8⅛x4x⅜	C	213½	149¾	34	42½x3	49½x4	N	56
57	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	90.3	Tim 17300	T4rIA	504	RX	Ros	8⅛x4x⅜	C	213½	149¾	34	42½x3	49½x4	N	57
58	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B 374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x¼	C	106	64¼	34	38x2¼	40½x2½	N	58
59	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x¼	C	118	68¾	34	38x2¼	40½x2½	N	59
60	Lon	P.B&B	B-L 55	A	7	No	P-S4	Tim SW200H	4R	WF	R	7.50	71.3	Own	L6IHV	...	TI	Ros	7 3/16x3½x3/32	P	164	102	34	42x2½	63x4	½	60
61	Lon	P.B&B	B-L 55	A	7	No	P-S4	TimSW200W	4R	WF	R	7.50	71 3	Own	TrIA	867	TI	Ros	7 3/16x3½x3/32	P	164	102	34	42x2½	63x4	½	61
62	Lon	P.B&B	B-L 55	A	7	No	Pet 4	TimSW300W	4R	WF	R	8.5	80.7	Own	T6IA	867	TI	Ros	7 3/16x3½x3/32	P	190	118	34	42x2½	63x4	½	62
63	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	...	4M	Ros	7x3x11/32	C	180	137	36	42¾x2½	44x3	½	63
64	Lon.	D.Own	Own	U	12	A	Pet	Own	4 R	WF	R	9.25	129	Own	BrIA	870	TX	Jac	9 3/16x3½x3/16	P	161	100¼	34⅛	40x3	50x4	½	64
65	Lon	D.	Own	U	4	No	Spi	Own	4R	WF	R	8.50	53.3	Own	B6IA	...	TX	Jac	9x4x¼	P	161	100	34⅛	50x3½	54x4	N	65
66	Lon	D.	Own	U	4	No	Spi	Own	2	2F	R	8.15	51	Own	B6IA	...	TX	Jac	9x4x¼	P	161	100	34⅛	50x3½	54x4	N	66
67	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x3/32	T	...	...	...	40x3	58x3½	..	67
68	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x3/32	T	...	...	...	40x3	58x3½	½	68
69	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x3/32	T	...	...	...	40x3	58x4	½	69
70	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x3/32	T	...	...	...	40x3	58x4	..	70
71	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x3/32	T	...	...	...	40x3	58x4	½	71
72	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x9	..	...	...	...	40x3	58x4	½	72
73	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x3/32	T	...	...	...	40x3	58x4	½	73
74	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2B	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x3/16	P	Opt	Opt	34	40¼x3½	56x3½	N	74
75	Chi	D.B-L	D.B-L 60-7	A	7	No	Blo 4	Own	2	2F	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x3/16	P	Opt	Opt	34	40¼x3½	56x3½	N	75
76	Chi	D.B L	D.B-L 60-7	A	7	No	Bl 5-4	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	TX	Ros	8x3x3/16	P	Opt	Opt	36	40¼x3½	66x4	N	76
77	Chi	D.B L	D.B-L 70-7	A	7	No	Blo 5	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	Tx	Ros	8x3x3/16	P	Opt	Opt	36	43x3½	66x4	N	77
78	You	D.B-L	B-L 55-7	A	7	No	Blo	Wis 1627KW	2	2F	H	8.94	84.5	Shu 678	W4IA	471	TD	Ros	8x4x11/32	I	131½	80	34 1/16	41⅞x3	54⅞x3½	¼	78
79	You	B-L	B-L714,703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x11/32	I	Opt	Opt	37¼	41⅞x3	54⅞x3½	¼	79
80	You	B-L	B-L714.703	A	12	A3	B6	Wis 410SD	4R	ZF	R	18.2	139.	Shu 715-11	W6IA	...	TD	Ros	9x4 7/16x11/32	I	...	...	...	41⅞x3	53x4	..	80
81	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x3/16	P	216	129	36	40x3	54x4	½	81
82	Per	D.B-L	B-L554,603	U	..	A 3	Spi 6	TimSW310W	4R	WF	H	7.25	119	Tim 26450	T4IA	815	FD	Ros	8x3x3/16	C	240	145	36¼	42x3	68x4	½	82
83	Per	P.B-L	B-L714,703	A	7	A3	Spi 6	TimSW410W	4R	WF	H	6.8	93	Tim 26450	T4IA	815	FD	Ros	8x3x3/16	C	235	143	36¼	42x3	68x4	½	83
84	Own	B-L	B-L 55-7	A	7	No	SpB	Ti.SW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x3/16	P	168	Opt	34	44x3	60x4	½	84
85	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x3/16	P	180	Opt	38	44x3	60x4	½	85
86	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x3/16	P	180	Opt	38	44x3	60x4	½	86
87	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x3/16	C	204	Opt	38	44x3	60x4	½	87
88	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	Ti'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	88
89	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	Ti'65703-97H	4	WF	H	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	P	162	108	34	39½x3	46x3½	N	89
90	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	90
91	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x3/16	C	162	108	37	48x3½	53x4	N	91
92	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x3/16	C	162	108	37	48x3½	53x4	N	92
93	Per	D.B-L	B-L 615	A	5	No	Spi 4	TimSW410W	2R	WF	..	7.6	49.7	Tim26450TW	WS6IA	103	FD	Ros	9x3x¼	C	198	116	33	42x3	...	N	93
94	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	6.68	42.9	Own AK	OrIV	574	FD	Own	8x3x3/16	C	132	87	37	46x3½	52x4	½	94
95	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AC	OrIV	574	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	95
96	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AK	OrIV	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	96
97	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	7.06	45.3	Own AK	OrIV	574	FD	Own	8x3x3/16	C	135	88	37	46x3½	52x4	½	97
98	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9 3/16x3½x¼	C	168	102	34	40x2½	42x2½	½	98
99	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9 3/16x3½x3/16	C	168	113	34	39⅝x2½	43½x3½	½	99
100	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9⅛x3 3/16x3/16	C	192	137	38	44x3	43½x3½	½	100
101	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3 3/16x3/16	C	216	135	38	44x3	43½x4	½	101
102	Own	P B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3 3/16x3/16	C	240	135	38	44x3	43x4	½	102
103	Lon	B-L	B-L 51	U	5	.	Blo	Own 40	2R	2F	..	7.4	54.7	Tim 14704H	...	...	...	Han	...	..	...	...	...	...	...	..	103
104	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H	...	...	...	Han	...	..	...	...	...	...	...	..	104
105	Mod	D Own	Own	U	4	Op	Spi	Tim	...	WF	R	6.20	45.3	Tim	L4IHV	306	CX	Ross	10x3¼x¼	C	Opt	Opt	34	42x2½	43x3	N	105
106	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	6.80	41.3	Tim	Ws4IA	472	CX	Ross	12x3¼x¼	C	Opt	Opt	34	48x3	58x3	N	106
107	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	WF	R	7.75	51.6	Tim	Ws4IA	568	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	107
108	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9.25	58.0	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	108
109	Mod	D Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9	56.4	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	109
110	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	63.2	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	110
111	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	111
112	Mod	D Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	112
113	.....	P.Own	Own 4B	U	4	No	.....	Tim SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¾	34	42x3	42x4	N	113
114	.....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310w	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8⅛x3 3/16x3/16	C	167	109¾	....	42x3	42x4	N	114
115	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8⅛x3 3/16x3/16	C	167	109¾	....	42x3	42x4	N	115